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Hongkong Sunday Herald.

THE LARGEST CIRCULATION IN SOUTH CHINA.

Vol. VI No. 264.

號肆廿月三年九十二百九千一英

HONG KONG, SUNDAY, MARCH 24, 1929.

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BOAT RACE

Result of the
"Centenary"

CAMBRIDGE WIN

Oxford Defeated By Seven
Lengths

London, Last Night.
Cambridge won the "Varsity"
Boat Race, Oxford being defeated
by seven lengths.
The official time was 19 min.
25 secs.—Reuter.

Race Described

London, Later.
The Boat Race was favoured with
glorious weather, there being al-
most no wind. Over a million
people crowded the towpaths.

Cambridge won the toss and chose
the Surrey side.

The race was disappointing. Ox-
ford did not fulfill the promise of
their training. Cambridge, on the
other hand, showed beautiful
rhythm throughout. They levelled
up just after the start and led by a
length at the milepost after 4 mins.
15 secs.; by three lengths at Ham-
mersmith Bridge after 7 mins. 34
secs.; by six lengths at Chiswick
Steps after 11 mins. 53 secs.; by
eight lengths at Barnes Bridge after
16 mins. 2 secs.; and finished in 19
mins. 25 secs.; rowing easily seven
lengths ahead of Oxford who, after
a slight lead at the start, were never
in the picture.

Oxford rallied gallantly toward
the end, stroking 32 against Cam-
bridge's 30, but they made no im-
pression and finished all out.—
Reuter.

1829—1929

Facts About the Untainted
Sport

Mr. L. L. Cecil Smith (Author of
Annals of "Public School Rowing")
writes in the "Observer":

When the future Bishop Words-
worth, who incidentally was one
of the only two men who both played
cricket in the "Varsity" match and
rowed in the Boat Race, although
many have combined rowing and
rugby. Blues proposed and secured a
boat race between the two Universities,
he probably did not realise that he
was helping to found the world's
most popular sporting event. Yet
that is what he did: in the univer-
sality of its appeal, the "Varsity"
Boat Race leaves the Soccer Cup
Final lengths behind, and its only
serious rival is the Derby.

It is difficult in writing upon the
Boat Race Centenary to avoid a
congestion of truisms, because the
most striking facts about the race
are known to all. The popular
interest in the race, for instance,
not merely among Londoners, in-
respective of whether they have
or have not personal connections
with either University, but
throughout the world, is a truism.

The reasons for this popularity
are also fairly obvious. The race
is above all suspicion; it is free;
it comes at a time of year when
sport generally is rather dull. Add
to these the undoubted facts that
in rowing amateurism is right
on top, and professionalism is
where, and that, in spite of recent
metropolitan and occasional for-
eign victories at Henley, the stan-
dard of "Varsity" rowing is gener-
ally of the very highest, and we
have explanation enough, if we
add the consideration that the
race and the last stages of prac-
tice provide an adequate excuse
for the wearing of "favours" and
the celebration of an outdoor holi-
day.

Boat Race History

The majority of readers will be
familiar with the main outlines of
Boat Race history; the story has
been told in full down to 1909 in
Mr. C. M. Pitman's history, and is
being brought up to date in the
centenary history. In the prepara-
tion of which Mr. G. Drinkwater
has, so to speak, stepped into the
thwart left vacant by the recent
lamented death of Sir T. A. Cook,
Radley and Oxford oarsman,
Olympic fencer, skilled alike with
gun and pen, and editor of the
"Field." Perhaps on this occasion
it is permissible to summarise
again the main facts and to re-
call a few anecdotes.

In the first race, arranged by
Mr. C. Wordsworth, of Oxford, and
Mr. C. Morrival, of Cambridge,
the course was from Hambledon Lock
to Henley. The Oxford crew row-

"FREE" RIDE

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CHINESE STUDENT CHARGED

"Ticket please," said a bus con-
ductor to a Chinese student the
other day, after the latter had
boarded the vehicle at the Po Hing
Theatre, Yaumatei.

With a sangfroid air, the student
nodded his head, signifying that
he had a monthly ticket. The con-
ductor insisted on seeing the
ticket. The youth, after searching
his pocket, said that he had left
it at home. Asked for the number,
he gave some figures which later
turned out to be number of a ticket
issued to Master Ho Kam Tong.

The youth was then taken to the
Police Station, where, on being
searched he was found to be in
possession of twenty cents. From
the station, he was brought before
Mr. T. S. Whyte-Smith, at the Kow-
loon Magistracy yesterday morn-
ing.

"Why, this is another case of
pretending to have a monthly
ticket," said the Magistrate. Turn-
ing to the youth he asked why he
did not pay his fare when he had
twenty cents on him. The latter
replied that he did tender ten
cents for his fare, but the con-
ductor would not accept it.
"Fined \$20," said the Magistrate.
This is getting too common.

DEWEY'S FLAGSHIP

Mayflower To Be
Decommissioned

MANILA BAY ECHO

Washington, Yesterday.
President Hoover has decided to
decommission the Presidential
yacht "Mayflower," render the offi-
cers available for service in the
new warships, and save \$60,000
annually.

The "Mayflower" was built at
Clydebank. She was the flagship
of Admiral Dewey, who destroyed
the Spanish fleet at Manila Bay.—
Reuter's American Service.

ed in the dark blue and white
colours of Christ Church. Cam-
bridge wore Lady Margaret
colours, but in the second race,
1836, finding at the last moment
that they had no colours, R. N.
Phillips, of Christ's, procured some
light blue ribbon; thus almost in-
advertently started the rivalry of
the Blues. The race in early days
took place over various courses—
Henley, Westminster, to Putney,
Mortlake to Putney, etc. W. T.
Thompson, of the Cambridge 1829
crew, shared Wordsworth's honour
of also playing in the cricket
match.

The Putney to Mortlake course
was first used in 1845, and has
been used regularly since 1863.
Some of us think that a shorter
course, entailing a faster rate of
stroke, would be a better test; also
that when westerly winds make
the course hopelessly unfair. It
would be better to row on the ebb.
But the race is now such a na-
tional event that any change or
postponement would provide fuel
for Bolshevism; as things stand,
the Boat Race would stop, or at
least interrupt, any revolution!

Popular Fallacies

From the very first the Boat
Race has confuted two popular
fallacies: (a) That rowing strains
the oarsman's constitution; (b)
that it is incompatible with
scholastic distinction. Mr. Pitman
proves by incontrovertible figures
that the Blue of twenty-two years
old has a longer expectation of life
than the average man; a visit to
Leander Club during Henley week
confirms this. As to scholars, let
us remember the two bishops,
three deans, one prebendary, and
two legal luminaries who rowed in
the first Boat Race, and such later
Blues as A. H. D. Steel-Maitland,
Oxford, and R. McKenna, Cam-
bridge, Cabinet Ministers; E.
Warre, headmaster of Eton, as was
also J. Hornby, both of Oxford;
G. C. Bourne, the Oxford coach
and Professor of Comparative
Anatomy, and judges such as J. W.
Chitty, of Oxford, and C. Gordon,
of Cambridge; while a Cambridge
Blue, S. B. Bruce, is at present
Prime Minister of Australia.

(Continued on Page 20.)

CHENGCHOW TAKEN

Troops from Kwangtung
in Limelight

EX-NORTHERNS' FLIGHT

Resistance From "Red Spears"
and Others

Hankow, Yesterday.

The pro-Kwangsi troops under
General Yeh Chi are being recalled
from Hunan (where the crisis
started) and sent to Lotien in the
east of Hupeh province which is
considered by the Kwangsi faction
in Hankow as the main danger zone
because pro-Nanking troops under
General Hsia Tou-yin have advanced
from Anhui province into Hupeh
province.

Meanwhile the 8th Army (Reuter
probably means troops in the 8th
Route Army, the commander-in-
chief of which is Marshal Li Chal-
sum) have marched from the north
of Kwangtung province northwards
into the south of Hunan province
and occupied Chengchow, a town
and mission centre of some import-

Things That Matter

To-day's Diary

Palm, Sunday.
Entertainments. — Queen's,
"The Air Circus," and the
Samoan Dancers; Star, "West
Point," and Jina et Jacques
International dancers; World,
"The Merry Widow." The
Majestic Theatre, Kowloon:
"The Adorned Deceiver."
Lighting-up time.—6.36 p.m.
Sports.—Felling Hunt Grand
National Meeting, Kwanti;
Golf at Fungling; Football and
Somerse v. K.C.A.A. 3 p.m.;
Somerse v. K.C.A.A. Seniors,
4.15 p.m., King's Park.

To-day's Weather

Last night's report issued by
the Royal Observatory, stated:
The anticyclone remains
central to the west of the
Bonin Islands. The depres-
sion over N. China is deepening
and moving eastward.
Local forecast:—E. or vari-
able winds, light to moderate;
fair, some fog.

Home Mails

Inward.—To-morrow per s.s.
"Ermland" (via Siberia).
Outward.—Wednesday per
s.s. "President Jefferson" (via
Siberia), 8.30 a.m.

The Dollar

The closing rate of the
dollar on demand yesterday
was 1.11 15-16.

ance. Of course, the 8th Route
Army, being under Marshal Li
Chai-sum, supports the Kwangsi
faction in Hankow.

Other than these movements there
has been no change to record in
the situation in Central China. The
Kwangsi leaders here appear to be
awaiting a move by Nanking
against them.—Reuter.

FORCES AGAINST CHEFOO

Leaders' Hopes Becoming
Forlorn?

Chefoo, Yesterday.

The situation here has not
changed.
A report from Tengkowfu dated
March 18 states that it is apparent
that the leaders of the confeder-
ation of ex-Northerners, rebels and
bandits operating against General
Liu Chen-nien, the pro-Nanking de-
fender of Chefoo, are disappointed
because the revolt has not gained
the impetus expected nor do they
appear to be confident of success in
negotiations with General Liu Chen-
nien to desert the Nationalist cause
and throw in his lot with the rebels.

As far as can be ascertained, no
munitions are coming in, although
it was previously predicted that
munitions would flow in from Japan
for the ex-Northerners; and it is
now stated that such help from the
Japanese will come from Taingtao.
It is evident that the ex-Northern
forces under Chang Tsung-chang
(the last Tapan of Shantung pro-
vince) are ill-organised and badly
equipped and his continued levies on

'VARSITY' SPORTS

Fine Performances
Witnessed

HOSTEL CHAMPIONSHIPS

The annual athletic sports meet-
ing of the Hong Kong University
Athletic Association, was success-
fully held on the University
ground, Pokfulam, yesterday after-
noon.

In spite of the afternoon being
a trifle warm, there was a large
attendance from an early hour and
the gathering was increased after
tea time.

Mrs. W. T. Southern was among
those who arrived in the latter
part of the afternoon, and she took
a keen interest in the competitions
right from the minute of her ar-
rival. She very gracefully dis-
tributed the prizes to the success-
ful competitors at the close of the
meeting.

In spite of the heat, there were
some fine performances on the
track, and one "Varsity" record was
broken. This was the 220 yards
race which was won in fine style
by E. Wong Tape in the fine time
of 23.2/5 secs., thus shattering
the record of 24.1/5 secs., set up in
1926 by S. O. Shahabudin, one of
the best all-round athletes the
Hong Kong University had.

Competition between hostels was
also much keener this year, and
the destiny of the Inter-Hostel
Championship was in doubt right
up to the last event, the Relay
Race, which was won by Lugard
Hall, who are thus again cham-
pions after having been deprived
of that proud distinction in 1927
by Morrison Hall who held the
Challenge Cup for two years in
succession.

The individual Championship of
the meeting was won by E. Wong
Tape of Morrison Hall, a fine
young athlete of whom much may
be expected within the next year
or so.

President's Speech

Before requesting Mrs. Southern
to distribute the prizes at the close
of the meeting, Dr. D. K. Samy,
President of the H.K.U.A.A., ad-
dressed the gathering as follows:—
It is some half a dozen years ago
that I used to attend functions of
this nature quite regularly as a
competitor. I can well remember,
race was all that could be desired.
It was closely contested and
feelings of impatience for the Pre-
sident to finish his customary.

(Continued on Page 8.)

the countryside may possibly be a
prelude to flight.

Chu Yu-pu (formerly Tapan of
Chihli) went to Hwanghsien last
week. All the "White" Russian
soldiers hired by the ex-Northerners
have moved westward.

A very threatening aspect is con-
tinued by the resistance put up by
villagers, "Red Spears" and similar
societies against the anti-Nation-
alist soldiery, thereby making
Chang Tsung-chang's position in-
creasingly difficult. The division
under his former lieutenant, Sun
Tien-ying, has not arrived yet to
reinforce him.—Reuter.

Trenches Round Wu-Han

Peking, Yesterday.
Japanese reports from Hankow
state that the Wu-Han troops are
constructing a large-scale system
of trenches round Wu-Han with
the centre at Yanglo, a few miles
down river.

They are also asking the Wu-
han merchants and bankers for a
loan of five million dollars for the
war fund and have also started col-
lecting various taxes in advance.
—Reuter.

Punitive Mandate

Nanking, Yesterday.
In spite of the opposition Tai
Chi-tao, Hu Han-min, and Wu Tai-
chen, the Kuomintang Congress this
morning adopted Liu Wen-tao's pro-
posal that if the Hankow Party con-
tinues to disregard Nanking's orders
the National Government shall have
full power to do what it sees fit.
General Feng Yu-hsiang's repre-
sentative sent General Feng a re-
port on this, characterising the mo-
tion as a form of punitive mandate
because it means that the National
Government can do what it pleases.
Messrs. Sun Fo and Hu Han-min,
who left for Tung Shan, this morn-
ing for the purpose of calling on
Marshal Li Chai-sum, were allowed
to go up the hill, but all the others
were kept back and the place sur-
rounded by soldiers.—Reuter.

EWO WIN AGAIN

Yacht Club's Rowing
Fours

SUBMARINE FLOTILLA CUP

Eighteen "Boys" Participate in
Sailing Race

Three rowing events and a sail-
ing race for "boys" were held by
the Royal Hong Kong Yacht Club
at North Point yesterday.

Interest was centred in the re-
gatta, the feature of which was
the winning of the 4th Submarine
Flotilla Cup—for fours—by the
crew from Messrs. Jardine,
Matheson & Co., Ltd. (Ewo), hold-
ers of the Hornell "Hong" Cup.
The Submarine Cup is open to
competition among "hong" and
Service units, the distance being a
mile. The trophy was presented to
the Club by the Submarines
after they had won the previous
cup outright. Four crews took
part yesterday, finishing in the
order mentioned:—

"Ewo"

(bow) A. H. Chambers
(No. 2) R. J. D. C. Grieve
(No. 3) W. L. Smith
(stroke) J. A. E. Kendrew
(cox) A. Murdoch

H.M.S. "Hermes"

(bow) C. John
(No. 2) F. W. N. Bassett
(No. 3) A. B. Usher
(stroke) J. P. Wright
(cox) J. E. Fenton

4th Submarine Flotilla

(bow) G. M. E. Grove
(No. 2) R. L. M. Edwards
(No. 3) W. Woods
(stroke) G. C. Phillips
(cox) W. R. Fell

H.K. Electric Co.

(bow) A. R. Cox
(No. 2) M. H. Arnold
(No. 3) G. T. Padgett
(stroke) R. W. Smith
(cox) F. Normington

Thanks to excellent training,
some very fine rowing was seen by
an attendance which included Com-
modore R. A. S. Hill, R.N. and the
Very Rev. A. Swann, D.S.C., M.A.,
the latter a rowing Blue. The
race was all that could be desired.
It was closely contested and
the winners only beat "Hermes"
by about a length.

Congratulations are due to the
Ewo crew for the progress they
have made in a comparatively
short time. Their achievements
should be strong encouragement to
other "junior" oarsmen.

"Hermes" beat the Submarines
for second place by about four
lengths.
Hong Kong Electric were last—
and very unfortunate. At prac-
tically a moment's notice, the origi-
nal stroke, G. G. Stopani-
Thomson, became ill from, it is
understood, pleurisy. R. W. Smith
was switched over from bow to
stroke and A. R. Cox came in at
bow.

Challenge Pairs

The Percy Smith Challenge Cup
for pairs (3/4 mile) produced an-
other exhilarating race, those tak-
ing part being:—

Holders Challengers
(bow) R. Schmidt H. Goelcke
(stroke) G. Deyhle W. Sporleder
(cox) E. W. Schram F. P. Lenfesty

The holders represented the
Club in the last Interport regatta
at Canton, where they won the
pairs. Their experience and skill
stood them in good stead and they
won, as expected, but the losers
were praised for the fine fight they
put up, losing by about three
lengths. The rowing in this event
was also high class.

Scratch Fours

Then came the scratch fours.
(Continued on Page 20.)

CHINA FAMINE

Cut From Customs
Surtax

LEVY FOR A YEAR

Nanking, Yesterday.
The Government Famine Relief
Committee at the first meeting yester-
day, decided to petition the
National Government to levy for a
year 2 1/2 per cent. of the Customs
surtax, the proceeds whereof to be
exclusively devoted to famine relief.
—Reuter.

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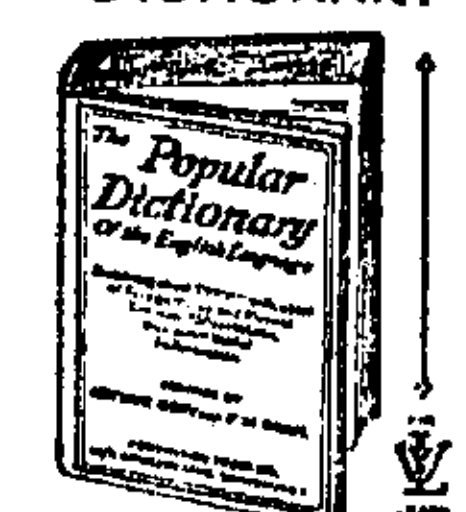
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On demand	1237 $\frac{1}{2}$
Credits, 4 months' sight	1312 $\frac{1}{2}$
On Berlin—	
On demand	—
On New York—	
On demand	48 $\frac{3}{8}$
Credits, 60 days' sight	50
On Bombay—	
Wire	132

On demand	132
On Calcutta—	
Wire	132
On demand	132
On Singapore—	
On demand	86
On Manila—	
On demand	96¾
On Shanghai—	
On demand	77½
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On Yokohama—	
On demand	108½
Gold Leaf, 164 fine	

Sovereigns (Bank's buying rate)	9.70
Silver (per oz.)	26½
Bar Silver in Hong Kong	2½% P
Copper Cash	Nomina
Chinese Copper Cents	6% Pre
Rate of Native In-	

terest	7% p.a.
Chinese Sub. Coin ..	33% dis.
Hong Kong Sub. Coin Par.	
LONDON EXCHANGES.	
London, Yesterd:	
Paris	124.724

New York	4.85%
Brussels	34.96
Geneva	12.23
Amsterdam	12.12
Milan	92.70½
Berlin	20.45½
Stockholm	18.17
Copenhagen	18.22

Oslo	1820
Vienna	34.52½
Prague	164
Helsingfors	193
Madrid	32.02½
Lisbon	108¼
Athens	375
Bucharest	816
Paris	5 27/32

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SUNDAY EXCURSION

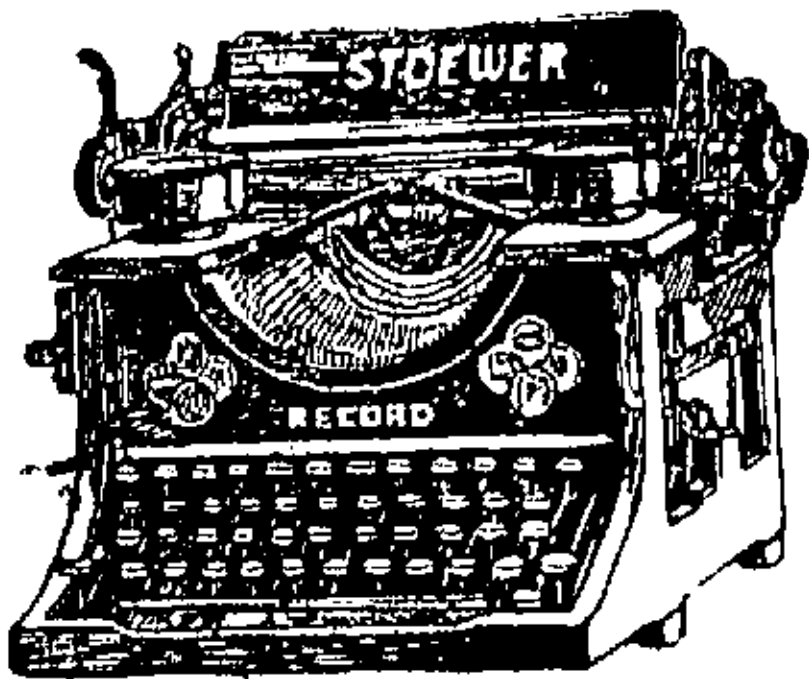
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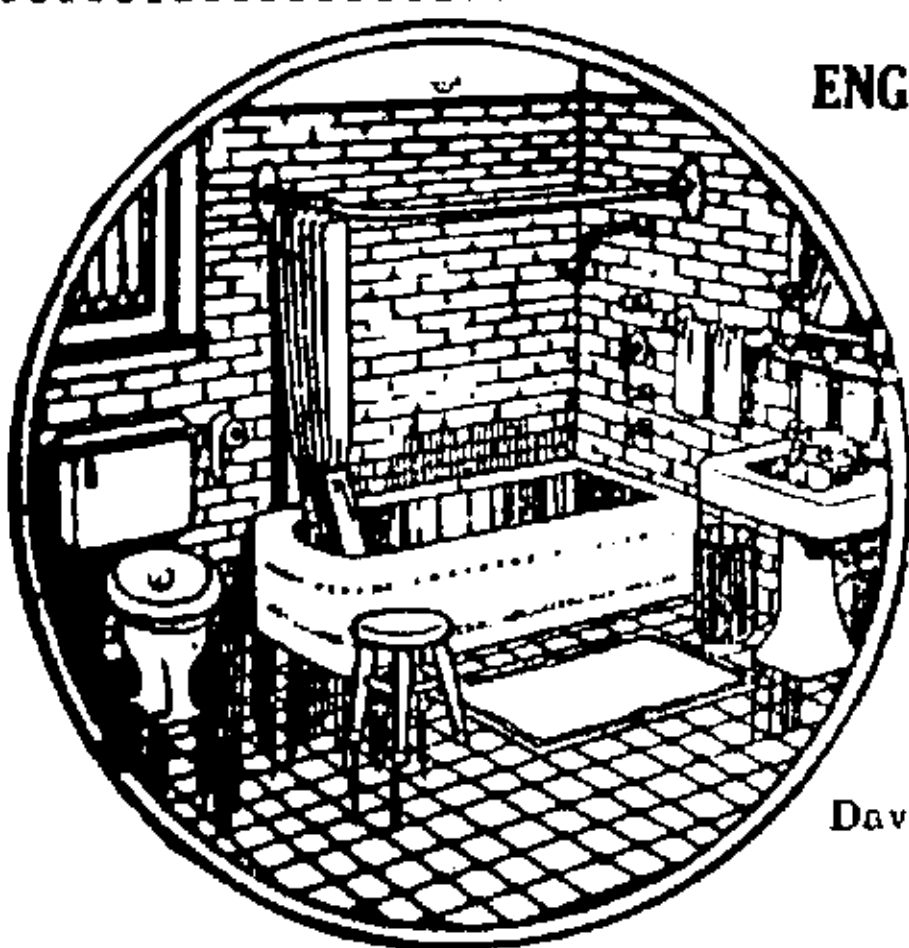
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HOME SPORT.

THE LIGHT BLUES' COX

A. L. Salley, the Cambridge cox, is very popular at Cambridge both in academic and athletic circles. He does not devote all his time to rowing activities, but is exceedingly interested in history and studies it to some effect. He hopes eventually to become a schoolmaster. He is an excellent cox, he never loses his head and he is daring and thorough. One of the virtues which every cox must possess is a good voice, and Salley fulfils this requirement admirably. A little peculiarity of his is the affection he bears to an exceedingly old and battered pair of cycling shoes, through the holes of which his toes are perfectly visible. He defends the use of these shoes on the grounds that they are lighter than a new pair would be.

Cambridge Victory

Cambridge University beat London University by three goals to nil, in their first football game together. Play during the first half-hour was uninteresting, and not until after the interval did it become really exciting. Ten minutes after the resumption Grant scored a fine goal for Cambridge. After this both sides improved greatly, and the rest of the game was exciting. London put up a fine fight, but were unable to prevent Valentine and Kemp-Welch from scoring. There was too much individual good play, and too little goal play in combination. Both sides tended to waste their chances. The London defence was worthy of praise, especially with regard to the goalkeeping of H. J. Rudd. Cambridge played the better forward game, and gave a good display of attacking in the latter stages of the game.

Corinthians' Struggle Vain

Although the Corinthians put up a good fight, they could never get the better of the magnificent West Ham defence, and were beaten by three goals to nil. The first goal was scored nine minutes from the start in a curious way. Baker managed to save, but, in rising let the ball slip from his grasp, and it rolled away over the line. Earl gained the second goal just before the interval and Watson was responsible for the third ten minutes after the resumption. Strangely enough, when it seemed almost impossible that they should pull the game out of the fire, the amateurs rallied, and gave their best display of the match. Hutton had difficulty in saving on several occasions, when he had to deal with awkward low shots. He gained much well merited applause by his rapid and well timed diving for the ball.

Record Knock Out

Some people were disappointed in Paris the other day, when a boxing match only lasted three seconds. This was held between Al Brown, an American coloured boxer, and Gustave Humery, the French bantam-weight champion, the latter being knocked out immediately. The record quick knockout is held by Battling Nelson, who, in the United States, knocked out Milton Rosner in two seconds, twenty-seven years ago.

Hammond and Hendry

There has been some discussion lately as to who is the greater batsman, Hammond or Hendry. It seems fair to go by the present Test Match averages, as in them, the two finest teams in the world were opposed and both skill and nerve were demanded of all players. Playing in five innings, Hammond has scored 556 runs, been out every time and compiled the magnificent average of 111. On the other hand, Hendry has played as many innings as Hammond, and his average is 70.4, but his highest score is 169, whereas Hammond's highest is 251. There is little to choose between the two as regards fielding, so the verdict must be in favour of Hammond. As Hammond has also been called upon to bowl in Test Matches and acquitted himself with credit, one has a good case for calling him not only the greatest batsman, but the greatest living cricketer.

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Mansfield's Plucky Fight

Once again was the reminder given that Cup football is a great leveller. Mansfield Town almost had things their own way against the Arsenal. Until just ten minutes before the end a team who had cost nothing in transfer fees held their own with a side whose marketable price would be somewhere about £35,000. Mansfield Town put up a magnificent fight, and it is not too much to say that until that last ten minutes, they showed themselves as good a team as the mighty Arsenal. Before half-time Mansfield had a chance of scoring, when they were awarded a penalty, but Stunforth shot straight at Lewis. Peel and Jack scored the two goals of the match in the last ten minutes. In particular the tackling of the losers was fine. No one could wish to see anything but the best work of the three Mansfield half-backs. The crowd was roused to wonderful enthusiasm by it, and it put the Arsenal forwards quite off their game.

Mansfield Challenge

Mansfield have learnt the lesson well that attack is the best means of defence, for from the very beginning they took the battle into the enemy's country. The Arsenal had to fight, and fight hard, and if it had not been for Jack, the result might have been very different. Jack alone did not seem to be troubled by Mansfield's determination to play on in a level headed manner. Most of the rest of the Arsenal players made far too many wild shots. Only in the last ten minutes was it obvious that the two sides were of a different class. Cooke was one of their players who harassed the Arsenal defence badly at times, and Anthony and Jackson, the backs, compared very favourably with Parker and Hapgood. It was a clean, thrilling game and the spirit and enthusiasm of Mansfield were wonderful.

Triumph for Reading

Reading defeated Sheffield Wednesday by one goal in their Cup tie, and, while admitting that they played gallantly, one must also admit that luck was on their side. Allen, Sheffield's scoring centre-forward, was a passenger most of the time, as he received an injury to his ankle early in the game. Duckworth, the Reading goalkeeper, played an inspired game, far above his usual standard. Before the interval Reading had most of the play, but just after the resumption, there was some grim work going on round the Reading goal. Both cross-bar and post were hit in Wednesday's determined efforts, and a goal seemed certain when Duckworth, at full length, could only push the ball a yard in front of him. He got there first in a second effort, however, and a free kick in favour of Reading broke up a wild scrimmage, and the danger passed. Johnstone scored the only goal soon after this as a result of Oswald's fine centre.

Marsden's Splendid Play

After this goal Wednesday rallied and led the Reading men a fine dance for some time. Marsden was the leader of the fray, and did the work of three men. He dribbled, shot, passed and headed towards Duckworth time and again, and certainly deserved a goal, though he did not get one. The Sheffield backs were more polished than those of Reading but it seemed mistaken tactics on the part of Leach to be continually running back to help Hopper, who was the more dangerous forward on the ground and managed to disconcert Duckworth on several occasions. Although Wednesday were beaten, they have lost no prestige, and, considering that they were crippled in attack, they put up a good fight.

Signs of Spar Revival

Watching Tottenham Hotspur's play, it was hard to realise that they have been through a long period of failure. Their opponents, Notts County, put up a stern fight, but were beaten by three goals to nil. From the beginning of the game the Spurs forward play was excellent, and they scored after twelve minutes, and then again just before the

interval. O'Callaghan scored the third goal late in the second half. Notts' play in attack was also very fine, especially in the last half, but in spite of their efforts, the Spurs were just a shade too good for them. Spiers, for Tottenham, was brilliant in goal. His catching was clean, and no fault could be found with his anticipation.

Chelsea Pass On

Chelsea deserved their victory over Birmingham in their Cup tie, for they played more polished football, and they controlled their excitement better than did their opponents. Birmingham did not give themselves time to play football; they concentrated too much on speed and too little on ball control. It certainly was bad luck for them that Cringan, their centre-half, was hurt early in the first half. The one goal was scored seven minutes after the start. The ball was headed very coolly into the net by Miller, and no one moved a foot to clear. Hibbs, the goalkeeper, could have reached it in a couple of strides, and so could Barkas, but they did not. Miller was the most outstanding player in the game. He never was at a loss for a way to beat an opponent. Millington, who kept goal for Chelsea, is perhaps one of the best goalkeepers in the League. He made two wonderful clearances when he seemed to have no chance of success. Birmingham were frequently rather haphazard in their attacks, and Hicks was their best forward, but his many centres were not well used.

Fast West Ham Forwards

The West Ham forward display was disappointing in a spectacular sense because they played so fast that they left no time in which to show their skill. However, they succeeded in their object of wearing down their opponents, and so one cannot grumble. The general impression given by the game was that the pace set by the Hammers was too hot for the amateurs, although they did their splendid best. Frequently it seemed that, although the Corinthians were very fine individually, they could not combine as well as might have been expected. Knight proved an excellent back and did the work of two men. Dugbart was also good and hardly wasted a pass; he had no peer amongst the inside forwards. For West Ham, Cox gave a very good display in defence, but he wasted too many passes in attack. Earle and Hutton were masters.

Sam Staples' Illness

Sam Staples, the Notts County cricketer, who returned from Australia in December owing to illness, has been examined by a specialist and is to go to Bath for treatment. According to a member of the committee of the Notts County Club, he will probably be quite fit at the beginning of next season. Doubtless Staples will be very glad of this cheering news, as it was a great blow to him when he had to leave Australia.

Cricketer-Minister

Jack Parsons, the Warwickshire cricketer, is in residence at present at a theological college, with the object of joining the ministry, and is to be ordained shortly. He means to play cricket for Warwickshire next season as frequently as his clerical duties will allow him. Besides his love of cricket, he is also fond of Soccer, and is captain and "pivot" of the College team, which has not been defeated since last October.

The Carlton Family

Surprisingly little is known by the general public about Tom Carlton, who has bowled so well for South Australia against our men. He comes of a cricketing family who were well known for a short time about thirty years ago. There were three brothers Carlton who played for Victoria; one of them Joseph was a left-hand bowler of real ability, he migrated to Queensland. Another of them, William, went later to New Zealand as a coach, taking with him his nephew, Tom Carlton. Tom took 10 wickets for 100 against Otago in his first match for Canterbury province, and later in the season made 63 against the Australian XI. In 1913-14 he went home to Australia as a member of the New Zealand team. Since then he has played both for Australia and Otago team once. He appeared for Victoria in 1919-20 and 1923-24 in the Sheffield Shield game against N.S.W.

Mr. H. Phillips, H. M. Inspector-General of Consular Establishments in the Far East, left Shanghai for Nanking last week.

The Rev. M. G. M. Nicol, who came out to Perak two years ago to minister to the Presbyterians of Perak, will be returning home on the arrival of his successor, the Rev. J. B. Walker, M.A., of Pelaw County Durham. Mr. Walker is expected to leave Malaya on the "Kalyan," which is due to sail on April 4. Prior to Mr. Nicol's departure it is hoped that the foundation stone of the Presbyterian Church in Ipoh, which is now in course of construction will be laid.

Among the passengers who left for home by the "Petrocus" was Mr. George Dunlop who is terminating his connection with Shanghai on account of his health. He has been for 17 years with Messrs. Jardine, Matheson & Co., and there has been no more popular member of the staff during that period and none more greatly respected. Mr. Dunlop is a well-known lawn bowls circles, and has been an enthusiastic volunteer, serving with the Shanghai Scottish. He was presented with a clock subscribed for by a number of fellow workers in Ewo, the presentation being made by Mr. J. J. Paterson.

Mr. Roy Chapman Andrews' famous police dog "Wolf," whose disappearance was chronicled recently, is back in his home at the headquarters of the American Museum of Natural History, Peking, after a two-day absence. He was discovered by Captain Schmidt, China representative of the Luthmans company, who said that he found "Wolf" standing on his door-step. He gave him a place to sleep and food and took him for a run in Pao-mo-chang, meanwhile sharing inquiries which resulted in the return of the prodigal. Capt. Schmidt confirms the fact that the dog is a "scholar and a gentleman" for he affirms that his knowledge of German is excellent.

SOCIAL GOSSIP

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Mr. M. Shigemitsu, the Japanese Consul-General, is visiting Nanking.

The engagement is announced of Miss Olga Hempel, daughter of Mr. and Mrs. Richard Hempel, to Mr. Frank E. Goven of Peking.

Mr. and Mrs. Vanlear Black of Baltimore, Md., announce the engagement of their daughter Perry to Lieut. Jack Bolton of the U.S. Navy.

Mr. Samuel Sokobin and family have returned to Shanghai. Mr. Sokobin, who is American Consul at Poochow, has been on a holiday trip to the United States.

Sir Sidney Barton, the newly appointed Minister of Abyssinia, will arrive in Shanghai by the P. & O. S. "Morea" towards the end of April for the purpose of looking after his personal affairs there. It is understood that his visit will be of only a few days' duration.

Mrs. Mason has very kindly donated two beautiful pictures of the Harrow to the Union Church Ladies' Society to be sent to Roehampton, London one of the hospitals for limbless Soldiers and Sailors. These pictures are to be placed in the little chapel there. Mrs. Fryer in her address in Shanghai by the P. & O. S. "Morea" towards the end of April for the purpose of looking after his personal affairs there. It is understood that his visit will be of only a few days' duration.

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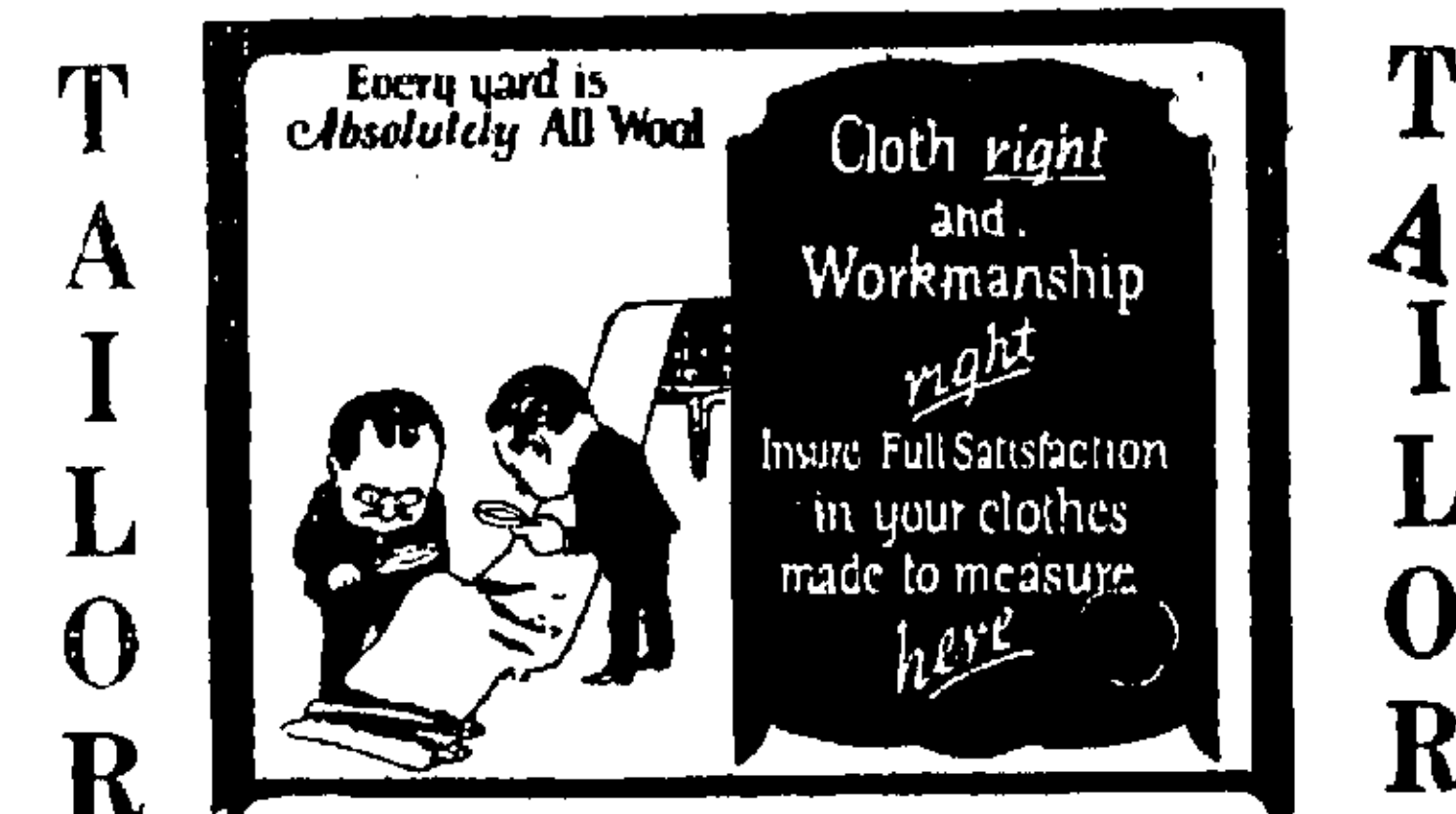


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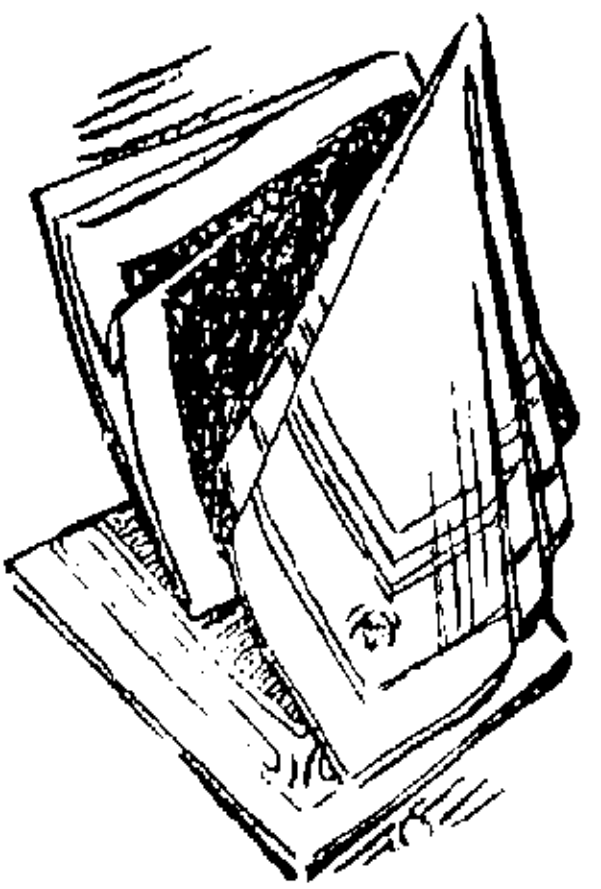
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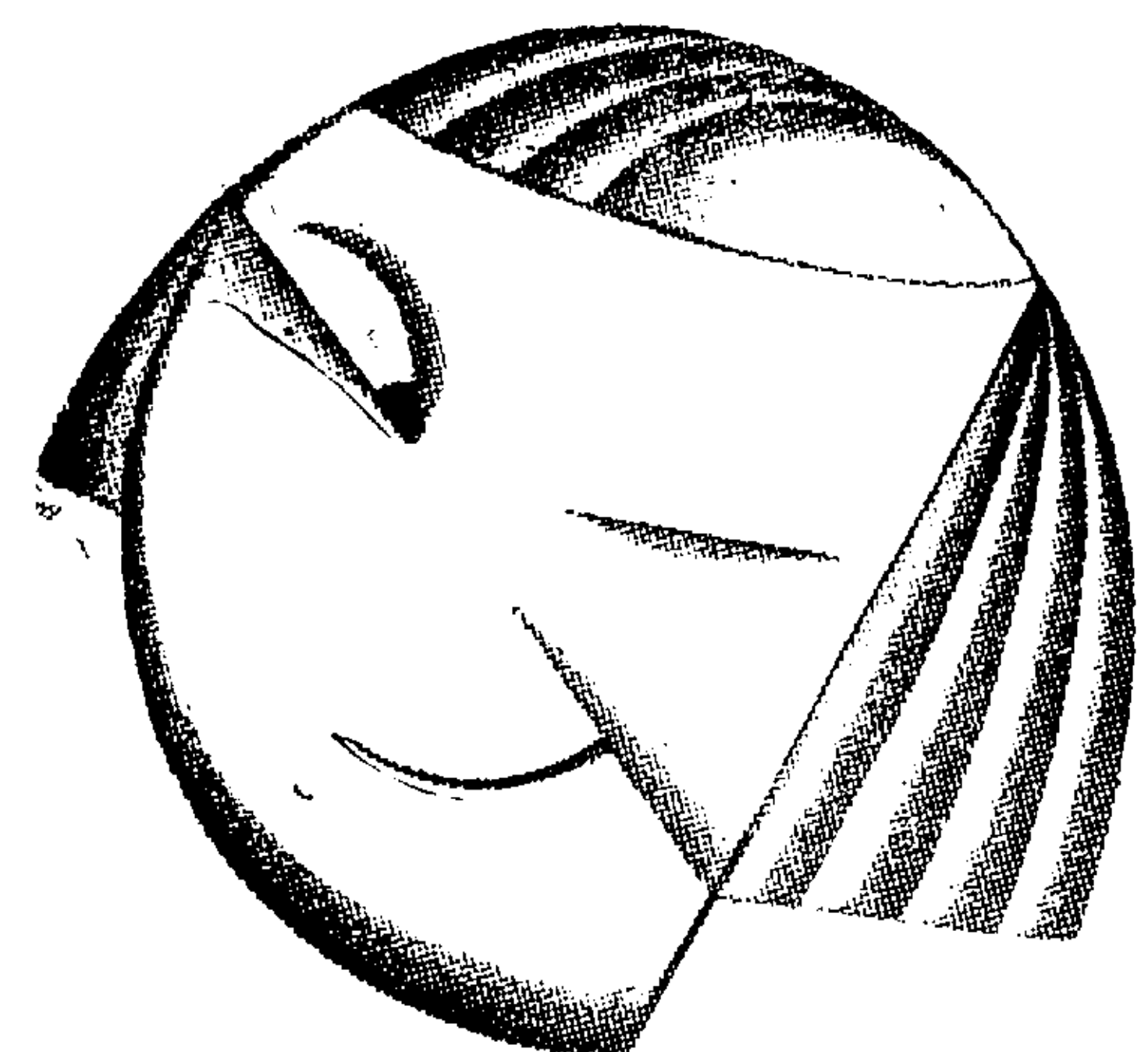
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AT THE MAJESTIC
NATHAN ROAD, KOWLOON.

LEAGUE FOOTBALL

Police Surprise Chinese Athletic

SOMERSETS DRAW

Players Ordered Off in Second Division

The big surprise of the League matches yesterday was the defeat of the Chinese Athletic by the Police, the latter by their victory making the League Championship a very open one to date.

The Borderers and the Navy won as expected, whilst the Somersets played brightly and fully extended Kowloon in a drawn match.

The junior results went very much as expected, the K.O.S.B. and the Navy both winning by big margins, the positions at the top being unchanged.

Two Chinese players received marching orders against St. Joseph's College.

RESULTS AT A GLANCE

Hong Kong League Division I.

Police R.C.	1	Chinese Ath.	0
* Club	4	R.A.	1
K.O.S.B.	2	Club de Recreo	1
Kowloon	2	Somersets L.I.	2
Small Units	2	Royal Navy	3

Hong Kong League Division II.

Somersets	1	R.A.F.	2
Small Units	0	Royal Navy	4
South China "B"	4	Eastern	0
K.O.S.B.	5	Chinese Ath.	1
St. Joseph's	1	S. China "A"	3
Club de Recreo	2	Kowloon	0

* Played for 4 points.

League Div. I

POLICE R.C. v. CHINESE ATHLETIC

The big surprise of the day was the defeat of the Athletics at Caroline Hill by the Police R.C. in a rather poor match by one goal (scored from a free kick) to nil. The Athletics, were superior, but a superb defence by Wynnes, who turned out rather unexpectedly, gave the Police full points.

Teams:—
Police R.C.:—Clarke; Wynnes, Muir, Brittain, Oram, Jessop, McEwen, McGreavey, Fraser, Howarth, and Shepherd.

Chinese Athletic:—Chan Sek-pui; Wong Shiu-wo, Lai Yak-tat, Ho Choi-yin, Wong Shiu-wa, Lam Yak-ying, Choy Ping-fan, Lai Wai-koon, Wong Pak-cheong, Suen Kam-sung, and Chen Kwong-lu.

Referee: C.P.O. Cowan, R.N. The Athletic, straight from the kick-off attacked, Lai Wai-koon being early in evidence with clever football, but Wynne relieved and Fraser was dangerous at the other end. The Police had the first real chance, McEwen hesitating in a good position.

Chinese Athletics fed the left wing, but Suen and Chen were not having it all their own way with Brittain and Wynne, and end to end play was the order. Oram took a free kick for the Police with Fraser well through, and the ball touching a defender, beat Chan Sek-pui in the corner, and Police were one up.

Howarth and McGreavey were away from the restart but Howarth hung on too long. The Chinese were nearly through, Choy putting behind when well placed. The Police led at the interval by one goal to nil.

A Penalty Kick
The Police restarted, but Howarth was robbed in possession, and the Athletics stormed the Police goal. Clarke and Wynne were fully extended but, following great pressure, the Athletics scored, but a penalty was awarded and Suen struck the bar with the kick, and the Police defenders got the ball away. The Athletics pressed strongly but the Police struggled gamely and Oram and his confreres worked themselves to a standstill, to keep out the strong attack. Suen cleverly topped the ball over, but no one was up for the chance, and Lai Wai-koon tested Clarke with a lightning drive, which the Police goalkeeper held well. McGreavey and Fraser led a fine raid on the Athletics' goal in the closing stages, and Fraser hit the side post, right through the defence. A rather remarkable game ended in a win for the Police by the only goal scored.

Players of Note
For the Police Clarke gave one of his best displays, but Wynne who turned out unexpectedly was the big man of the side. Wynne's accident on Wednesday must have been seriously exaggerated, because the Police back gave a masterly display throughout, and was never really beaten. Oram was a powerful centre half, and the best of a hard working line. Forward the Police were weak and only Fraser and McGreavey were effective. These two forwards were fine throughout, with McEwen useful, and Shepherd variable, and Howarth dead off.

The Athletics had hard luck. They were the better team but they were not convincing. Their finishing was poor. Lai Wai-

koon was the pick of the forwards. Suen tried too many long-range shots to beat Clarke, and Chen has played much better. Lam was the pick of the halves, his work throughout being high class. Both backs were good. Chan had little chance with the goal that beat him.

The Athletics played without their usual finish, and the disallowing of the goal scored was distinctly hard lines.

The match was hard, rather than smart, and the Police deserve all credit for sticking the pace, the early score being a great encouragement.

CLUB v. R.A.

Artillery Well Beaten By 4-1

Although strengthened by the re-appearance of Leach, the R.A. team failed to show much improvement on their recent displays and were soundly beaten by four goals to one. As a display of scientific football the game was not a success, but there were plenty of amusing incidents, and the struggle was quite an enjoyable one to watch. The teams were as follows:—

Club:—Edwards; Holt, Bishop, Walker, Stewart, Watson; Reid, McBride, Goldman, Trambitsky, and Buchanan.

R.A.:—Fletcher; Oliver, Taylor; Joyce, Nellis, Cotton; Jobe, Bridgman, Leach, Gill, and Watson.

Referee:—L.S.B.A. Atkinson. The opening stages were particularly uneventful, neither side showing much thrust. Club were awarded a free kick when Fletcher carried the ball, but Taylor headed clear. A nice run by Jobe brought him to the region of the Club goal, but his shot was badly directed. Trambitsky was showing fine form for the home team, and his initiative was directly responsible for the opening goal, Reid being put in possession and scoring with a beautiful cross drive which passed just under the crossbar.

Encouraged by this early success the Club forwards settled down to some good work, Trambitsky and McBride being very effective. Fletcher was getting plenty of work to do at this stage, and a clever save from Goldman was warmly applauded. The Gunners made occasional onslaughts on the home goal, but Leach was playing a lone hand in the forward line, his colleagues being in very poor shape. Fletcher was again prominent with a smart save from McBride, while at the other end Edwards did full length to effect a splendid clearance from Bridgman. The interval arrived with the Club pressing strongly.

Half-time:—
Club 1
R.A. 0

Equaliser With a Penalty
Goldman was soon prominent with a clever burst between the backs, but his shot was wide of the target, while Edwards brought off a useful save from Leach, the latter shooting from long range. Edwards was next penalised for carrying, and the free kick, only three yards out, looked dangerous for the Club, but Bishop was there and averted the danger. The same player had the misfortune to handle the ball in the penalty area a moment later, and Leach put his side on level terms with the spot kick.

The Club were not long content to be deprived of their lead, and Reid brought off a sparkling run and finished with a centre which travelled right across the goal mouth, Trambitsky diverting the ball into the net.

Leach was giving the spectators a great treat with a delightful series of dribbles which had the home defence in a tangle, but the other forwards repeatedly failed to take advantage of the openings which he made for them. The Club were soon back on the attack and a clever movement between Goldman and McBride led to the latter leaving Fletcher helpless with a finely judged shot.

The Gunners were unlucky at this stage, Leach striking the crossbar with a terrific shot from a free kick 35 yards out. The ball was then taken straight down the field, and Trambitsky gave to Goldman, who ran on and put the ball well out of Fletcher's reach. No further scoring took place, and the Club were still pressing when time was called.

Result:—
Club 4
R.A. 1

Comment
As has been said, the game was entertaining without being brilliant. For the home team Edwards, Bishop, Watson, Trambitsky and McBride all did particularly well, while Fletcher, Oliver, Cotton and Leach were the star turns in a weak R.A. team.

K.O.S.B. v. CLUB DE RECREIO
At Sookumpoo, the Borderers managed to send the Club de Recreo away discomfited after a gruelling game, which resulted

in a win for the home team by three goals to one.

Mr. Hollands, who refereed, lined up the teams as under:—

K.O.S.B.:—McDougall; Gardiner, Martin; Everest, Davy, Gear; Skiggs, Stock, Reeves, McGlinchy, and Alexander.

Recreio:—Beltrao; Gomes, Xavier; Marques, Remedios, Souza; Brown, C. Gosano, Roza Pereira, Ward, and B. Gosano.

The K.O.S.B. won the toss and at once rushed up the right wing, Skiggs centring to Reeves, who shot wide. Reeves soon regained possession and took a first-time which materialised, thus giving his side the lead in the first three minutes of the game.

This early reverse gave the Recreio the necessary impetus to make a raid on the Borderers' goal, but Ward failed to place the ball in the net. Play was again transferred to the other end and almost immediately Stock increased the soldiers' lead with a low drive which left Beltrao helpless.

Such rapid scoring naturally had a slightly dispiriting effect on the visitors, and, before they had time to recover their equilibrium, Stock again netted, making a total of three goals for the K.O.S.B., while the game was yet young.

Up to this stage Recreio had had the decided disadvantage of fielding only ten men, and the arrival of the eleventh member of the team had a detrimental effect on the Borderers' scoring abilities, for, although much pretty head and foot work was displayed, no further points were recorded for either side. In the first half McDougall was only called upon twice to clear, which he did so effectively that the visitors could not score.

Half-time:—
K.O.S.B. 3
Recreio 0

The run of play, on resuming, was of a similar nature to that of the first half, the K.O.S.B. doing most of the attacking and for the first ten minutes or so the ball rarely left the Recreio's goal area. Roza Pereira and B. Gosano, however, eventually made a breakaway and McDougall was fully employed for some minutes in warding off a quick succession of well-timed shots. The combination of the Recreio forwards was distinctly good, but the superiority in weight of the Borderers' defence repeatedly told in their favour. After some desultory play the Recreio made a renewed effort to penetrate their opponents' citadel and a clever pass from B. Gosano resulted in Roza Pereira collecting the sphere and netting with a long shot which left McDougall bewildered.

The K.O.S.B. were now on their mettle and tried to increase their lead, but the clever defence of the Recreio made further scoring impossible.

Result:—
K.O.S.B. 3
Recreio 1

KOWLOON v. SOMERSETS

A Game of Many Thrills Drawn

In a game of many thrills Somerset Light Infantry managed to force a draw when visiting Kowloon on the Kowloon F.C. ground yesterday.

Mr. Willis, the referee, had charge of the following teams:—
Kowloon:—Angus; Guest, Pile; Dowman, Easterbrook, Hast; Eastman, Hedley, Morgan, McKelvie, and Miles.

Somersets:—Verrier; Crawley, Nile; Saviger, West, Chidger; Rayson, Baker, Harris, Hicks, and Evett.

The Service men won the toss and elected to play with what slight breeze there was. Morgan set the ball in motion and led his men in the direction of their opponents' goal, but Nile proved an obstacle and transferred play to the other end. Baker and Hicks took a series of shots which, however, could not get past Angus.

In a melee Guest almost netted in his own goal, but Angus saved the situation. The ball was again transferred, and Evett, after a solo run up the wing, drew first blood with a close range shot.

Play ruled distinctly in favour of the visitors up to this stage of the game and Kowloon were kept busy defending their citadel. Eventually McKelvie netted, but the shot was disallowed on the ground of offside.

Half-time:—
Somerset L.I. 1
Kowloon 0

Fight for Equaliser

On resuming play the Somersets continued to press. Rayson centring in brilliant style, but his colleagues in the forward line failed to take full advantage of it. The combination of the Somerset forwards was outstanding and it reflected credit on the Kowloon defence that more points were not recorded. Rayson again took possession and, with a low first-time, defeated Angus, thus increasing the lead for his side.

The fact that Kowloon were now two goals to the bad drove them to make better efforts. As

a result of pretty work between McKelvie and Hedley, the latter slammed in a fast short range drive into the corner of the net.

Encouraged by this change of fortune, the home team strove hard for the equaliser, Miles hitting the cross bar with a shot which should have materialised. With only a few minutes remaining Hedley again made a breakaway, got round Crawley and Nile in nice style, and scored the equalising goal.

Result:—
Kowloon 2
Somersets 2

NAVAL v. SMALL UNITS

Senior Service Team Nearly Surprised

By a margin of four goals to two the Navy managed to defeat Small Units at Sookumpoo yesterday afternoon.

Mr. Stokes was referee. Teams:—
Small Units:—Penny; Dodshon, Joyce; Tomlin, Skinner, Grosvenor; Elliot, Sabin, Smith and Coates.

Navy:—Turner ("Cornwall"); Woodruff ("Suffolk"), Baker ("Titania"); Hughes ("Suffolk"), Prior ("Cornwall"), Preston ("Petersfield"); Collingham ("Suffolk"), Van Tromp ("Hermes"), Kernick ("Titania"), Firth ("Hermes"), and Duffield ("Cornwall").

The Small Units started with the handicap of having only ten players, Watson being disabled and unable to play. In spite of this, however, by an amazing dash in the direction of the Navy goal by the whole forward line, it was proved that surprise is the essence of attack, for Smith placed a fast shot which entered the net and left Turner standing before the game was two minutes old.

Chagrined by this early reverse the Navy took up the offensive and repeated calls were made on Penny to display his skill as a custodian, which he did in brilliant style. The run of play was now undoubtedly in favour of the Small Units and, although Kernick and Van Tromp made many splendid efforts the soldiers managed to maintain their lead.

Half-time:—
Small Units 1
Navy 0

Penalty for Small Units
On the change of ends it really appeared that Small Units were at long last on the way to a decisive victory, for Smith again scored, this time from a penalty awarded through Firth handling.

With the comfortable lead of two goals, the Small Units might well have concentrated on a defensive game from now onward, but a tactical error was committed when they continued to keep upfield leaving only the goalkeeper in the goal area in the event of the Navy making a breakaway.

Kernick was quick to take advantage of the situation and he collected a long pass from Baker, made a speedy dash, and scored from close range.

This lessening of the deficit shook the Small Units' confidence in their abilities, and a misunderstanding between the backs in front of goal resulted in Firth snatching the ball and recording the equaliser.

The Small Units became rather careless, slackening off the pace. This suited the Navy programme, and Firth soon netted the third goal for the sailors.

There now remained but few minutes to go and on one occasion it really seemed that Small Units would equalise when Coates put in a neat drive which hit the cross-bar and rebounded. Van Tromp seized the ball, rushed along the wing and a lovely pass to Kernick was fully taken advantage of by that player who scored the fourth goal for the Navy within a second or two of time.

Result:—
Navy 4
Small Units 2

League Div. II

SOMERSETS v. R.A.F.

Both Points For Air Men

The Airmen pleased their supporters yesterday by taking both points from the Somersets in a well contested and interesting game. The losers were perhaps a trifle unlucky in not forcing a draw, especially as they were leading by the only goal scored at the interval. They had slightly the better of matters in the opening half, and Guest and Earley put in some good shots, which Jarvis saved in capable style. He was completely beaten, however, by a very fine shot from Palmer.

Playing with the wind the Airmen put up a much more effective display, and for a long time the Somersets were forced on the defensive. Keary obtained the equaliser for the Air Force, and the winning point was the result of a free kick given against Sergeant for carrying. Lock placing the ball to Greenslade, who had no difficulty in scoring.

The Somersets fought desper-

ately for an equalising point, and were awarded a penalty in the closing stages, but Jarvis brought off a fine save.

Result:—
R.A.F. 2
Somersets 1

SMALL UNITS v. NAVY

Numerous Chances Missed

This match was played on the Club ground yesterday and resulted in a win for the Navy by four goals to nil. The football was of a poor quality throughout, an extraordinary number of chances, and even open goals being missed by both sides. Small Units, who fielded a weak team, did well in the opening half, and held their opponents until a few minutes from the interval, when McGowan, who had been playing a splendid game in the Small Units goal, failed to stop a "daisy-cutter" from Gray.

The second half was all in favour of the Navy, but their forwards did not give a convincing display; with the exception of Gray their shooting was woefully weak. Kay was responsible for a second goal, the ball going in off a Small Units defender, and Gray added two further points before the finish.

Results:—
Navy 4
Small Units 0

SOUTH CHINA "B" v. EASTERN

This match, played at Caroline Hill before the Senior game, attracted a good crowd. South China "B" won rather comfortably by four goals to nil.

The locals were much superior to their opponents and following a smart run down by Yip-yan, the ball came out to Shiu Ping who netted with a first-time effort.

The Eastern attacked. Dallah coming close, but they were down at the interval by one goal. South China scored smartly by Yip Koon-ning in the second half and Shiu Ping added another with a long range shot.

Haroon and Sabham got away smartly, but the China backs were safe. Yip Koon scored the fourth following good forward play.

South China played smart football, Wang, Shiu, Yip, Chang and Chan being bright.

Eastern were well served by Ranzan, Rahman, Cheung Dallah, and Haroon.

CHINESE ATHLETIC v. K.O.S.B.

Overwhelming Win for the Regiment

The Borderers' second team are going from triumph to triumph, and yesterday's overwhelming victory against the Athletic was an exceedingly fine accomplishment, the result being quite indicative of the run of the play.

(Continued on Page 13.)

PING PONG

Ying Wah College v. Kowloon College

AN INTERESTING GAME

The Kowloon College was well filled with ping pong enthusiasts yesterday afternoon, when it entertained the Ying Wah Ping Pong Team to a home match.

At the commencement, it looked as if the Kowloon team would easily win. They started off in fine style, but once their opponents had made strenuous efforts to turn the tide, they had to fight hard for every point. Then they changed their tactics to discover the weakness in their opponents' game with good result. The Kowloon team won the match comfortably by 57 to 51.

Scores follow:—

Kowloon Team

T. C. Cheah	 12
K. C. Tang	 9
P. L. Lai	 15
S. S. Lok	 13
C. T. Chiu	 0
F. W. Fan	 8

Total

Ying Wah Team	 57
W. C. Yuen	 7
S. T. Wong	 6
H. P. Tam	 5
F. C. Chu	 10
H. K. Mok	 15
S. K. Chan	 8

Total

..... 51	
----------	--

It is hoped that a return match will be played at Ying Wah College in the near future.

LAWN TENNIS

To-morrow Ties in H.K.C.C. Tournament

Open Singles Championship: Lim Peng-chin v. J. Hale; M. K. Lo v. H. D. Ramjahn.

Handicap Singles "A": L. Forster (owe 15) v. L. D. Smith (rec. 2/0); J. Barrow (rec. 3/0) v. O. E. C. Marton (owe 3/0).

Mixed Doubles: E. R. Price and Miss Moffatt (rec. 4/0) v. S. E. Green and Miss Heard (owe 15).

CRICKET

Indian R.C. Forge Ahead

R.A.S.C. BEAT POLICE

Century in Kowloon Friendly Game

In the Senior Division of the Cricket League yesterday, the Indian R.C. improved their position at the expense of the Craigenower C.C. and moved to the fourth position in the table. The latter, who started the season rather promisingly in fact they occupied the top place for a little time ago, now found "wooden-spoonists" with the Civil Service C.C.

The only other match in the League was between the Police R.C. and the Royal Army Service Corps at Happy Valley, which the home team lost.

Five other fixtures, all friendlies, comprised the programme. On the whole, the scoring was low, with one outstanding exception on the match on the Kowloon C.C. ground, in which N. A. E. Mackay bagged the bowling of the Indian R.C. 2nd XI and carried his bat for a century.

League I

CRAIGENGOWER v. I.R.C.

At Happy Valley, the Craigenower C.C. lost to the Indian R.C. by five wickets.

In spite of a fairly good start, the home team managed to score only 89 runs against steady bowling. Lam gave a patient display for 58, Oliver and Leonard made 12 each and Hanson contributed 10. A. H. Minu accounted for four wickets for which he conceded one run apiece.

The Indians had little difficulty in winning, thanks chiefly to Ramjahn (49) and A. K. Minu (35) not out. Craigenower's bowlers were fairly expensive, the most successful being Abbas (2 for 19). Scores:

Craigenower C.C.

H. P. Lam, c Madar, b A. M. Ramjahn	38
A. Kitchell, c Sufiad, b A. R. Minu	8
S. Abbas, c Madar, b A. R. Minu	0
R. W. Bradbury, b Sufiad	0
A. B. Hanson, c Butt, b Madar	10
F. E. Oliver, b Arculli	12
J. W. Leonard, run out	12
R. C. Reed, c Butt, b A. R. Minu	5
C. M. Omar, c Madar, b Curreen	0
W. K. Way, c Curreen, b A. R. Minu	0
C. F. Wong, not out	0
Extras	4

Total

BOWLING ANALYSIS.	O.	M.	R.	W.
Curreen	7.5	2	28	1
Arculli	6	1	20	1
A. R. Minu	5	3	4	4
Sufiad	4	1	9	1
A. M. Ramjahn	3	1	9	1
Madar	2	0	6	1
A. H. Ramjahn	1	0	9	0

Indian R.C.

A. H. Ramjahn, c Omar, b Hanson	40
A. H. Madar, c Way, b Abbas	0
O. Ismail, b Abbas	6
A. R. Minu, c Wong, b Way	0
A. K. Minu, not out	35
J. S. A. Curreen, c and b Omar	7
A. el Arculli, not out	7
Extras	1

Total (for 5 wks.)

A. S. Sufiad, A. Butt, J. S. Ackler and A. M. Ramjahn did not bat.	96
--	----

BOWLING ANALYSIS.

	O.	M.	R.	W.
Way	5	1	15	1
Abbas	8	2	19	2
Oliver	3	0	18	0
Hanson	4	1	22	1
Omar	3	0	21	1

League II

POLICE R.C. v. R.A.S.C.

On their own ground, the Police R.C. lost to the Royal Army Service Corps by three wickets.

With the exception of Hunter who made 26, the batsmen of the home team made little headway against the fine bowling of Simpson (3 for 16) and Fry (4 for 37).

Facing a total of 69, the visitors won with three wickets in hand and went on to make 102. Tavlin (18 not out) being top-scorer. Lacey captured six wickets for 38 runs whilst Randle got four for 42. Scores:

Police R.C.

T. N. Hunter, c Fry, b Simpson	26
Meadows, c Winfield, b Simpson	6
A. E. Lacey, b Fry	0
S. Randle, c Tavlin, b Simpson	7
E. Dyer, b Fry	1
H. G. Hallam, run out	0
A. Reynolds, c and b Winfield	10
Neenan, run out	15
B. Thorpe, b Fry	0

G. Edwards, not out	0
Gulld, b Fry	0
Extras	2

Total

BOWLING ANALYSIS.				
	O.	M.	R.	W.
Fry	14	2	37	4
Simpson	8	2	16	3
Winfield	5	1	14	1

R.A.S.C.

I. Cpl. Fennell, b Lacey	16
Cpl. Crowcroft, c Hunter, b Lacey	0
I. Cpl. Lyons, b Randle	7
Pte. Winfield, lbw, b Randle	0
W.O. Macdonald, b Lacey	20
Pte. Fry, b Lacey	9
S. Sgt. McKenzie, c Thorpe, b Randle	0
Pte. Simpson, c 2, b Randle	0
Pte. Andrews, b Lacey	12
I. Cpl. Tavlin, not out	18
S. Q.M.S. Jordan, b Lacey	14
Extras	3

Total

BOWLING ANALYSIS.				
	O.	M.	R.	W.
Randle	8	0	42	4
Lacey	12	1	38	6
Neenan	3	0	19	0

Friendly Matches

ROYAL NAVY v. H.K.C.C.

At King's Park, the Royal Navy lost to the Hong Kong C.C. by seven wickets.

The home team scored consistently, although rather slowly, and declared at 123 for five wickets. Mid. Suther, the highest individual contributor on either side, made 48 runs.

All the five batsmen of the H.K.C.C. who went in (three of whom got out) reached double figures. The bowling on both sides was weak. Scores:

Royal Navy

Sub Lt. C. H. Singleton, c Owen Hughes, b Dobbie	7
Comdr. F. A. C. Baker, b Bowker	12
Mid. C. C. Suther, c Hayward, b Owen Hughes	48
Sub Lt. L. M. Carss, not out	21
Comdr. R. Ramsbottom, st Pearce, b Wales	19
Pay Lt. C. F. Waters, c Divett, b Bowker	2
Extras	14

Total (for 5 wks., dec.)

Lt. P. C. Taylor, Pay Lt. H. S. P. Watch, Lt. G. P. S. Davies, Lt. G. P. Bennett and Lt. J. Ashby did not bat.	123
--	-----

BOWLING ANALYSIS.

	O.	M.	R.	W.
Dobbie	10	5	13	1
Wales	13	1	34	1
Reid	9	1	23	0
Bowker	10.1	1	29	2
Owen Hughes	4	0	20	1

Hong Kong C.C.

E. J. R. Mitchell, c Wales, b Baker	24
K. H. Batger, c Suther, b Waters	28
E. R. Duckitt, c Ashby, b Bennett	25
Capt. A. G. Dobbie, not out	21
T. E. Pearce, not out	15
Extras	15

Total (for 3 wks.)

G. E. R. Divett, A. W. Hayward, H. Owen Hughes, A. Reid, A. C. I. Bowker and C. D. Wales did not bat.	128
---	-----

BOWLING ANALYSIS.

	O.	M.	R.	W.
Baker	8	1	19	1
Waters	10	1	45	1
Watch	3	0	15	0
Bennett	5	2	22	1
Singleton	1 1	0	12	0

"WAYFOONG" v. "TAIKOO"

On the Chinese R.C. ground at Causeway Bay, "Wayfoong" (Hong Kong and Shanghai Bank) defeated "Taikoo" (Messrs. Butterfield and Swire) by ten wickets.

Parker and Hall ran through the "Taikoo" side for the small total of 49! The former accounted for seven wickets for 14 whilst the latter took three for 24.

The Bank passed their opponents' score without loss, Scott (55 retired) playing a great part in the victory of his side. Hall helped with 36 (undefeated), Green made 14 and with 31 Extras, the total was brought to 169 for eight wickets. Scores:

"Taikoo" (B. & S.)

O. Moor, b Parker	4
A. H. Gillingham, b Parker	3
J. S. Scott, b Hall	0
R. H. Dowler, b Hall	12
J. R. Hinton, c Wade, b Parker	13
H. Spicer, c Nassey, b Parker	4
G. R. Vallack, b Hall	0
C. C. Hickling, not out	1
A. M. Macauley, b Parker	1
W. F. K. Telfer, b Parker	0
A. E. Arnold, b Parker	0
Extras	11

Total

BOWLING ANALYSIS				
	O.	M.	R.	W.
Parker	7	3	14	7
Hall	6	0	24	8

"Wayfoong" (Bank)

R. A. Green, c and b Moor	18
M. D. Scott, retired	55
R. H. D. Wade, b Vallack	7
J. Hall, not out	36
G. D. Mead, b Vallack	5

B. P. Massey, c Hickling, b Vallack	1
M. G. Mills, c and b Vallack	1
D. Milne Day, b Vallack	14
H. V. Parker, c and b Moor	1
Extras	31

Total (for 8 wks.)

W. J. Clerk and E. P. Streatfield did not bat.	169
--	-----

BOWLING ANALYSIS.

	O.	M.	R.	V.
Vallack	14	2	69	
Hinton	8	0	35	
Moor	3	0	14	
Dowler	1	0	2	
J. S. Scott	4	0	18	

K.C.C. 2ND v. I.R.C. 2ND

On their own ground, the Kowloon C.C. 2nd XI. defeated the second string of the Indian R.C. by 153 runs.

The home team took toll of the weak bowling of the I.R.C. and ran up the big total of 218 runs for six wickets, declared. One of the features was the splendid partnership for the first wicket between Smith (51) and Mackay, the latter distinguishing himself by carrying his bat for a well-played century.

The Indians replied with 65 runs, Lee (6 for 31) being largely responsible for their downfall. Scores:

K.C.C. 2nd XI.

F. S. W. Smith, b Madar	51
N. A. E. Mackay, not out	104
G. Lee, b Sirdar Khan	19
H. A. Gregory, c Thad, b Madar	0
O. B. Raven, c Mohamed, b Sirdar Khan	5
A. R. F. Raven, c Thad, b Madar	4
E. R. Price, c Abbas, b Thad	20
B. Petheram, not out	2
Extras	14

Total (for 5 wks., dec.)

Three others did not bat.	218
---------------------------	-----

BOWLING ANALYSIS.

	O.	M.	R.	W.
J. M. A. Rumjahn	4	0	27	0
A. K. Ismail	3	1	7	0
Abbas	4	0	27	0
Sirdar Khan	12	1	56	2
Madar	8	1	47	3
Thad	4	0	16	1
Mohamed	3	0	24	0

Indian R.C. 2nd XI.

M. P. Madar, c Petheram, b Lee	3
D. Mohamed, b Lee	0
A. K. Ismail, run out	21

Total

Three others did not bat.	21
---------------------------	----

BOWLING ANALYSIS.

O.	M.	R.	W.
J. M. A. Rumjahn	4	0	27
A. K. Ismail	3	1	7
Abbas	4	0	27
Sirdar Khan	12	1	56
Madar	8	1	47
Thad	4	0	16
Mohamed	3	0	24

Indian R.C. 2nd XI.

M. P. Madar, c Petheram, b Lee	3
D. Mohamed, b Lee	0
A. K. Ismail, run out	21

Total

Three others did not bat.	21
---------------------------	----

BOWLING ANALYSIS.

4054	Sweet Kalua Lady
4054	— IF YOU WANT THE RA.....
	Jo-Anne
4065	— STAY OUT OF THE SOU.....
	I Can't Do Without You ..
4069	— GOOD-NIGHT
	I Tore Up Your Picture, e.....

Indian R.C. 2nd XI.

M. P. Madar, c Petheram, b Lee	3
D. Mohamed, b Lee	0
A. K. Ismail, run out	21

Total

Three others did not bat.	21
---------------------------	----

BOWLING ANALYSIS.

She's Wonderful

BRUNSWICK

17, Ice House S

Indian R.C. 2nd XI.

M. P. Madar, c Petheram, b Lee	3
D. Mohamed, b Lee	0
A. K. Ismail, run out	21

Total

Three others did not bat.	21
---------------------------	----

BOWLING ANALYSIS.

Orphanages.

OPEN

Members, Non-M

are Cordially Inv

Indian R.C. 2nd XI.

M. P. Madar, c Petheram, b Lee	3
D. Mohamed, b Lee	0
A. K. Ismail, run out	21

Total

Three others did not bat.	21
---------------------------	----

BOWLING ANALYSIS.

O.	M.	R.	W.
J. M. A. Rumjahn	4	0	27
A. K. Ismail	3	1	7
Abbas	4	0	27
Sirdar Khan	12	1	56
Madar	8	1	47
Thad	4	0	16
Mohamed	3	0	24

R. Nazarin, b Lee	0
J. M. A. Rumjahn, b Gregory	2
M. R. Abbas, b Lee	1
F. M. el Arculli, c O. B. Raven, b Lee	1
Sirdar Khan, c Overy, b Lee	1
U. Thad, b O. B. Raven	4
Salim Ismail, not out	7
M. A. Razack, c Smith, b O. B. Raven	11
Extras	8

Total

U. Thad, b O. B. Raven	4
Salim Ismail, not out	7
M. A. Razack, c Smith, b O. B. Raven	11

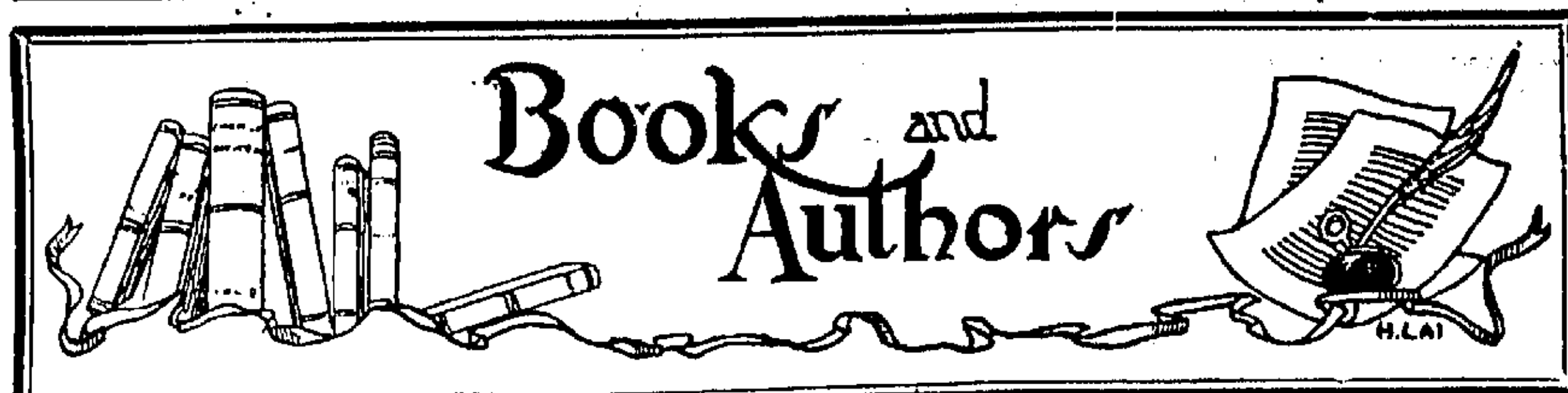
BOWLING ANALYSIS.

Total		65		
BOWLING ANALYSIS.				
	O.	M.	R.	W.
Lee	13	3	31	6
Silkstone	6	1	12	0

ELECTRIC R.C. v. R.E. & S.

At King's Park, the Electric R.C. lost to the Royal Engineers and Royal Corps of Signals by one wicket.

Although the scoring was low, it was an interesting match with the issue in doubt up to the end. Set 72 runs to win, the R.E. & S. lost nine wickets for 67 but a fine stand by Sgt. Harrison turned the scales in their favour. The same player had also previously done well with the



NEW GUINEA

In A Cannibal Village

NATIVE CUSTOMS

["Mountains Gold and Cannibals" by Doris R. Booth; Cecil Palmer, London 7/6.]

Mr. and Mrs. Charles Booth, having lost all their money in a business venture with a partner who proved worthless, pluckily decided to set out for another field and try their luck.

The title aptly covers the contents of the book, which recounts their experiences in New Guinea, the land in which they chose to start all over again.

The opening chapters describe the tremendous difficulties to be overcome before they could even start on their way as miners' rights were refused to Mrs. Booth, and the Government officials were determined that she should not accompany her husband, owing to the dangerous journey and the risks of travelling through hostile country. However, Mrs. Booth set out without the miners' rights, and was more or less smuggled on board the tiny motor schooner, which took them to Salamoa. The journey to Salamoa, the Port of Adventure, was in itself, enough to dismay man or woman, as they barely escaped shipwreck, owing to the severe storms, and to the poor engine fitted in the schooner. After landing, the next set-back was the difficulty of getting carriers for the two tons, odd of stores, and "trade" goods, which were to be carried to the fields in the interior.

Even after the start, all the carriers except six deserted during the night, so Mrs. Booth waited behind with two of them in order to recruit carriers and follow her husband to the field with the remainder of the goods. Mrs. Booth accomplished the journey in stages, getting recruits whenever possible, as some carriers would only go a short distance with her. Sometimes the going was dangerous, over narrow mountain passes, slippery with rain, through wild country, and often crossing mountain streams, where the water was over waist high. The scenery seems to have been extremely beautiful as also were the flowers and birds etc., but the inhabitants of the country did not appreciate it, as they were for the most part naked savages.

A Gruesome Story

Some of the native customs were witnessed, and a particularly

gruesome account is given of a stay in a cannibal village.

Mrs. Booth must have had an iron nerve to have stood it and not turned back to civilization. She was entirely alone, except for her native carriers, and was the only white woman to have ever made this journey.

Practically half the book is devoted to Mrs. Booth's journey, and it makes most interesting reading, concluding this part with her arrival in camp.

The rest of the book describes the life in the camp, the training of the "boys," camp discipline, building, gardening, sick parade, etc.

After a lean start Mr. Booth struck rich ground, and obtained as much as 700 ounces of gold in six weeks.

Mrs. Booth rendered valuable service among the sick, both white and native, and her training as a nurse previous to her marriage enabled her to put her knowledge and skill to no mean test. She was even called upon to do minor amputations, and at one time during a bad outbreak of dysentery she cared for 136 in a hospital, erected under her direction, where she managed with the help of only a few natives. She once had to practise a little fake witchcraft in order to cure a boy who imagined that he had some spirit devouring his internals! Unfortunately the extraordinary lack of gratitude among the natives must have made Mrs. Booth's task a very thankless one, but she carried on nobly. The natives remind one of those in central Africa, with their primitive mode of life, lack of hygienic conditions, and their belief in spirits.

"Maskee"

Their astonishment at the ways and simplest inventions of the white man provide many interesting and amusing side-lights on their mentality. It is surprising to read that the "pidgin" spoken by the "boys," is almost the same as that used in Hong Kong. The word "maskee" is frequently used by the natives.

The journey to the coast after three years on the field was very dangerous, owing to the hostile attitude of the cannibal natives who obligingly supplied an escort armed with bows and arrows! This hair-raising company stalked Mr. Booth's party until they passed into another territory. One does not wonder that Mrs. Booth was ill, and had to delay her departure to Australia, after reaching the coast.

Good photographs add interest to an already vastly interesting book, and the authoress deserves commendation in having made such a complete record of her adventures to pass on to others.

There is an introduction by the Hon. C. W. C. Marr, Minister for Home and Territories, Commonwealth of Australia.

GOOD HEALTH

Some Problems of To-day

["How to Enjoy Health" by Claude Lillington, M.D., and Norah Hill A.R.R.C. with a preface by Sir Squire Sprigge, M.D., (Editor of the "Lancet") Hodder and Stoughton, London (People's Library).]

There are countless books, papers, and periodicals in circulation nowadays on the all-important subjects of health and physical culture. Most of them are sound in their advice, and it is a real

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necessity for all of us to know something of this wide and interesting subject. So much depends on one's physical fitness both in work and play, if we are to be successful in business, family life, or on the playing field.

We are reputed, and I suppose rightly so, to be living in a "fast" age, everything is speeded up to obtain the highest possible result in the shortest time. Civilization has advanced tremendously, and Scientific discoveries follow one another in quick succession, but though we are wiser in many ways, all these advances are a serious menace to our health. Take a few well known instances, all more or less injurious. Traffic and machinery produce noise; artificial lights consist chiefly of ultra-powerful electric lamps in streets, shops, and houses, etc. Tinned meats and foods and dried products, are the result of our knowledge of food preservation. Factories, motor cars, and household fires produce smoke and fumes and

PRETTY SINISTER

Cryptograms And Murders

["Pretty Sinister" by Francis Beeding, (Hodder and Stoughton, 7/6.)]

If you are looking forward to a pleasant week-end with plenty of light literature, take this book with you. As soon as you have read the opening chapter, and reached the lonely castle with its suspicious occupants, a doctor with a lean face dressed in immaculate Harley Street morning clothes keeping guard over a mysterious and lovely Russian girl, and in terror of a secret pursuer, you will be sure that something 'pretty sinister' is brewing. It is. There are cryptograms, murders in the Geneva express, and the Secret Service engaged in mortal warfare with a certain notorious trio, officially known as Pip, Squeak, and Wilfred, and a love story as well, which, an unusual feature in novels of this kind, is woven naturally into the main plot, and is not incongruous with it. But do not begin to read too late; you will probably have little sleep, for, in the first place you will have to finish the book; and, in the second, you may wonder if it is wise to put out the light.

the desire of many to live in towns is largely responsible for the slum areas, and also for the enormous and rapid spread of disease wherever there are large numbers of people.

Our forebears were famed for their longevity, and they, for the most part lived steady peaceful lives, followed the old motto of, "Early to bed and early to rise," and were satisfied with simple homely foods and comforts. No one would hanker after those days, for advance is always preferable to remaining stationary or deteriorating, but the subject which has come to the fore very much of late is, How to keep healthy and fit in the midst of all this whirl and progress.

This little book on "How to Enjoy Health" (Extracts from Red Cross Journals throughout the World) deals with most of the health problems of to-day. To cite a few of them: correct diet; food preservation; milk; the cost of noise; artificial light treatment; motorizing and headache; a business girl's day; animals as disease transmitters; ventilation; sleeplessness; the school child's sight; and many others.

The subjects are dealt with separately, a few pages being devoted to each; there is much interesting information and valuable advice, and many present-day dangers explained with instructions as to how to avoid them; the language is neither technical nor "dry" but straightforward and simple and there are humorous touches introduced. Experiments on animals, chiefly rats, are described, so that the reader can realise for himself how our health can be either preserved or dangerously affected by the most ordinary circumstances. He can read as he feels inclined, as each chapter is complete in itself, and the print is large and well spaced, he need have no fear of headache or eyestrain!

For the modest sum of 2/6, this interesting little book is within the reach of all.

infant, Mr. and Mrs. A. B. Stewart, and infant, Mr. F. Tiebury, Mr. R. P. Whitham, Mr. C. Whitley, Mr. E. H. Williams.

Per s.s. "Hakozaki Maru" for Europe on March 23:—

Mrs. A. K. Buxton, Mrs. S. Kawamura, Mr. L. T. Kochonsky, Mr. S. Kumagai Mr. A. Yiend, Mrs. J. K. Scobie, Dr. T. E. Patterson, Mr. K. Iwai, Mr. K. Takagi, Mr. Y. Iwakura, Mr. and Mrs. E. C. Barnes, Master Barnes, Miss Barnes, Mrs. E. E. Wright, Mrs. G. Butchart, Mr. E. Nakata, Mrs. A. S. Woodruff, Mr. A. Morley, Mr. K. Hirose, Mr. K. Kobayashi, Mr. A. W. Medley, Mr. K. Murakami, Mr. D. Wilson, Mrs. L. T. Kochonsky, Mr. and Mrs. H. Derby, Mr. and Mrs. Palmer Tennant, Mrs. S. Yamashita, Mr. G. Asada, Mr. S. Mori, Mr. and Mrs. N. Kodzu, Mrs. G. Montague Ede, Mr. T. Suganuma, Mr. R. Mayeda, Mr. and Mrs. J. R. Giddings, Mr. R. del Pastillo Firol, Mr. L. B. Weber, Mr. and Mrs. Ward Smith, Mr. and Mrs. H. L. Hill, Mr. and Mrs. S. Nakagawa, Mrs. Edward M. Grath, Master Rotheram, Miss Francis Michel, Miss Jessie Gilchrist, Miss M. Macgregor, Mr. N. J. Rodda, Miss O. Patterson, Miss Marie Luis Patterson, Master Jack Patterson, Mr. A. Abe, Mr. Y. Tatsuno, Miss Y. Tatsuno, Mr. J. Yamada, Mr. T. Tanaka, Mr. and Mrs. W. Broom, Mr. J. L. Moars, Mr. and Mrs. K. Kishi, Mr. T. Tsutsui, Mr. H. Yano, Mr. C. Hasegawa, Mr. H. Yamada, Mr. K. Noguchi, Mr. M. Shimizu, Mr. K. Furukawa, Mr. Yamashita, Mr. and Mrs. A. T. Gray, Mr. S. Sonoda, Mr. T. Hujlo, Mr. and Mrs. K. Matsumoto, Mrs. K. Yashida, Mr. S. Naitoh, Mr. U. Mizuhara,

VACCINATION
St. John Ambulance
Brigade's Report

THE WEEKLY RETURN

The number of Chinese vaccinated—free of charge, by members of the St. John Ambulance Brigade, up to and including March 21 was:—
Chinese Y.M.C.A. Division 28,479
King's College Division 27,692
Railway Division 10,324
Indian Division 5,032
Kowloon Division 106,401
Mongkok Division 128,667
Shaokwan Division 9,683
Un Long 1,714
St. Joseph's College Division 6,862
Victoria Nursing Division 723
Y.W.C.A. Nursing Division 443
Total 325,920

PASSENGER LISTS

DEPARTURES

Passengers per P. & O. s.s. "Khyber" from Hong Kong to London, March 23:—
Mr. and Mrs. T. Arnett, Mrs. M. A. Bull, Master F. A. Bull, Mr. W. Beveridge, Lieut. Col. J. D. Boyd, Mrs. J. Carey, Miss B. Carey, Mr. and Mrs. W. Forsyth, Mr. and Mrs. J. W. Franks and infant, Master R. A. Franks, Miss M. Gould, Mr. and Mrs. R. M. Henderson, Master R. W. Henderson, Miss M. A. Henderson, Capt. V. McC. Liddell, Mrs. H. Lockart, Masters T. L. and V. H. Lockart, Miss A. E. MacMichael, Mr. J. G. Murray, Mrs. G. M. Sara and infant, Master D. C. Sava, Mrs. I. M. Spray and

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- 1144 Sometime (Hahn-Fiorito).
Dreamin' Time (De Longpre - Strickland).
- 1167 Carceras (Prison Song) (Chapl) *
Serenata (Cesareo - Tosti).
- 1174 Dinorah - Ombra leggiera - Part 1 (Meyerbeer) *
Dinorah - Ombra leggiera - Part 2 (Meyerbeer) *
- 1194 Abide with Me (Lyte - Monk - Samuels).
Lead Kindly Light (Newman - Dykes).
- 1267 Parla Valse (Arditi).
The Gypsy and the Bird (Oxenford - Benedict).
- 1338 La Capinera (The Wren) (J. Benedict).
La Paloma (The Dove) (Yradier).
- 1335 Home Sweet Home (Payne - Bishop).
Last Rose of Summer (Moore).
- 6784 Proch's Air and Variations (Proch).
Zemire et Azor - La Fauvette (The Warbler) (Gretry).
- 8089 Traviata - Imponete (Verdi) (with Giuseppe De Luca).
Traviata - Dite alla Giovine (Verdi) (with De Luca).
- 10012 Lucia-Sextette (Donizetti). with Homer - Gigli - De Luca - Pinza & Bada.
Rigoletto - Quartet. (Verdi). with Homer - Gigli and De Luca

* Included in Mme. Galli-Curci's recital at the Queen's Theatre on March 25th.

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Mr. F. Hussey-Freke, Associate Chief Inspector of the Salt Revenue Department, left Shanghai by the s.s. "Antenor" for the north. He intends to make a short stay in Peking, and to return in about a fortnight's time, says a Shanghai contemporary to hand.

M. J. Avenol, Assistant Secretary-General to the League of Nations, has arrived in Japan from Mukden.

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FACTS WORTH KNOWING

Government Revenue.—1927-8, net customs, \$157,000,000; excise duties, \$57,000,000; sales tax, etc., \$90,000,000; income tax, \$57,000,000.

Government Revenue.—January-August, 1928, \$234,157,329; 1927, \$220,757,868; increase, \$13,399,961.
Grain and Flour Exports.—Year ending July, 1928, \$483,435,436; 1927, \$448,998,231; increase, \$34,437,215.

Hay and Clover Crop.—1928, value, \$166,104,000; 1927, \$180,835,000; alfalfa crop, 1928 value, \$21,486,000; 1927, \$25,946,000.

Homestead Entries.—First 9 months of 1928, 9,533; same period in 1927, 4,606; increase of 4,928—more than doubled.

Hydro Power Status.—Canada's utilisation of hydro power increased nearly 200 per cent. in the last ten years, now exceeding five million horse power, representing a capital of \$900,000,000. Only 15 per cent. of the estimated flow at maximum development is developed.

Insurance.—Canadians hold 6,600,000 life insurance policies, totalling six billions—excluding Canadian residents abroad.

Insurance.—Canada's growth in life insurance volumes is an indication of its prosperity, 1928 reporting a new record, bringing the total number of policies held by Canadians, resident in Canada to six and a half millions, representing a total insurance value of six billion dollars. Life insurance has doubled

its record in Canada every ten years since 1876, and trebled in the last decade.

Iron and Steel Products.—Valuation in 1926, \$411,378,640; 1926, \$505,188,849; increase of \$93,870,209 in a year.

Live Stock.—Canadian livestock, (horses, cattle, sheep and swine), increased in numbers from 12,000,000 in 1900 to over 20,000,000 in 1928, with continual steady increases in every department.

Machinery Industry.—Valuation in 1926, \$38,880,019; 1927, \$44,602,185; increase of \$5,722,116 in a year.

Manitoba Wheat Crop.—1928, 53,457,000 bus. (30,773,000 in 1927).

Manufacturing.—Output increased in physical volume by 20 per cent. in last year.

Manufacturing.—1926, 22,078 plants, representing a capital of \$4,000,000,000, had a gross production value of \$3,250,000,000, and \$3,500,000 in 1927, an increase of a billion in five years.

Mines, etc.—Canada has 10,255 mines, metallurgical works, oil and gas wells, quarries, lime and brick plants, etc.

Mining.—Total production, 1927, \$247,856,693; 1926, \$240,437,123; increase of \$6,919,572. Estimated production for 1928, \$260,000,000.

Motor Industry.—Capital invested in 1922, \$47,761,964; in 1927, \$58,831,668; increase of \$41,069,694. Auto sales were, in 1924, \$56,000,000; in 1927, \$105,000,000, with a corresponding increase in 1928. Nearly a million motor vehicles registered; first one sold only 1913.

Natural Gas.—1927. Production valued at \$8,045,016; two-thirds of it coming from Alberta.

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ARHOVIN-GOEDECKE: (taken by mouth) against acute, chronic, simple or complicated GONORRHOEA, PROSTATITIS, EPIDIDYMITIS, CYSTITIS, PYELITIS. No side-effects on gastro-intestinal canal or kidney system. Contains no balamines. Quick cure.

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Chrysler Family Here

Mrs. Walter P. Chrysler, wife of the head of the motor-car manufacturing concern which bears his name, has honoured Hong Kong with a visit. Accompanied by her son, Mr. Walter P. Chrysler, Jr., and daughter, Miss Bernice Chrysler, the party arrived here yesterday on the Dollar Line round-the-world s.s. "President Johnson," on which they left this morning for Manila, en route to New York. The "President Johnson," by the way, was on her maiden round-the-world voyage. A few years ago there were very few Chrysler cars on the streets of Hong Kong. Now there are hundreds. Credit for this state of affairs is due to the Republic Motor Co. of China, Nos. 30-32, Des Vaux-road Central. Mrs. Chrysler has a number of friends out here and Miss Chrysler's charm was particularly noticeable at the Kam Ling restaurant last night at a sumptuous banquet given by the Republic Motor Car Co. Mr. Tang Chi-kin made an admirable host and Mr. Lam Ming-fun delivered the speech of welcome to which Mr. Chrysler, Jr., made suitable reply. A number of foreign and Chinese guests were present, including a number of leading business men in the "oil" and banking houses. Mrs. Chrysler and her children created a highly favourable impression during their stay in Shanghai and in Japan.

Common Public Misapprehension

A Post Office official has drawn my attention to a common mistake on the part of the public, in fact more common than one would have thought. It concerns the Siberian mail. Last week the "Sunday Herald" mentioned the Home mail via Siberia in connection with the despatch of pictures of the King Edward Hotel fire. The "Herald" is aware of the fact that only letters, ordinary or registered, can be sent Home via Siberia, and not papers or parcels. But the practice has always been to cut out of local papers what is desired urgently and enclose such clippings with letters. I know because a local public company suggested to the "Overland China Mail" that in its announcement the time of closing the Siberian mail be mentioned as shareholders often cut out the report, and anything else they desired from the "Overland," and included same in their mail. Trade reports, speeches, etc., are often extracted from publications, pasted on letter paper, and sent via Siberia. Whole issues, of course, go via Suez. But there are many residents, I am informed, who persistently mark their "Overland" wrappers (and wrappers for the "Herald" and "Mail" as well from time to time) via Siberia. Such directions, the official asks me to announce, are invariably ignored merely because there is no option but to do so. Will those who have unwittingly offended in the past please note? But you can still post clippings in your envelopes.

While, at the Hong Kong's present moment, who own Shanghai's electric concern, seem to be quite willing to part with it, we should say that those chiefly interested in the Hong Kong Electric Co., Ltd., would be very reluctant to have any change regarding it, particularly after all the nice things said about it by at least one shareholder at Friday's meeting—views doubtless held by all the other shareholders present. There is nothing like a satisfactory balance sheet, together, of course, with an equally satisfactory dividend for putting shareholders in a pleasant frame of mind. There can, however, be no two questions as to Hong Kong being very fortunate in its electric supply. We know of many places, both in the Far East and elsewhere, which might envy us both in regard to the manner in which we are able to have a well-lighted city and as to the manner in which even inaccessible places—(and there are many in our midst)—are able to obtain electricity "laid on" efficiently and comparatively economically. Perhaps Kennedy-road and a few such places, as has often been pointed out, might be brightened up a bit by receiving attention from those responsible for our street lighting; but our city, on the whole, is very admirably catered for in the matter of electric light and we are fortunate in having a concern

so efficiently conducted for the supply of that "juice" that can make the dull and drab of places appear bright and sparkling.

Acoustics and Street Noises

If it is any consolation to the "Jaded" (and "fed up") Hong Kongite, the poor acoustic properties of public buildings in this Colony (such as the City Hall) and the density of street noises (such as in this part of Wyndham and Wellington-streets where this is being written) are not monopolies of this Isle of Fragrant Streams. They are to be found down South as well, as witness the following from the "Straits Times":—

When the Singapore Municipal Commissioners decided to spend \$10,000 on covering the ceiling of the Victoria Memorial Hall with a material which the vendors, a Chicago firm, said would improve the acoustics of that funeral building the tone of public comment was decidedly sceptical.

It has been urged *ad nauseam* that the acoustics of these places are a serious hindrance to the efficient conduct of public business, and while the P.W.D. are about it they might consider the claims of the police courts and Coroner's court as well. Singapore traffic has not yet attained sufficient volume to make the use of sound-absorbent substances in commercial offices worth the cost except possibly in certain streets. In Cecil-street, where the "Straits Times" is published, the stream of lorry, bus and car traffic running between built-up frontages is probably as trying as in any part of Singapore, but if the police would only heed our eloquent pleas to suppress the type of lorry driver who sounds his electric horn from one end of the street to the other our existence would be very much easier.

Hong Kong's Author

In the comic papers of an earlier era the aspiring author and poet were always humorously treated as the very incarnation of impecuniosity. That attitude has suffered a sea change, and they have come to be regarded as people to be exploited, especially by those who claim to be able to teach them, for a fee, how to write, how to get inside the editorial mind, and how to describe and narrate visually, whatever that may mean. Institutions of this kind abound at Home, most of which have been dealt with in "Truth." Now (says that journal) a reader in Hong Kong, himself a writer with a published novel to his credit, has sent me particulars of an American prototype of our "authors' service bureaux." One assumes, of course, that in that paradise of correspondence courses and short cuts to culture there would be no lack of such bureaux, and I am sure that the one of which I have been told is but typical of many others.—Who is the budding author?

Are Firecrackers an Evil?

China New Year may come and firecrackers go but firecrackers go on for ever. Are they an evil, though; and, if so, a necessary evil? Some of the "foreign-educated" Chinese of Malaya have been holding a debate on the subject. The debate was held, it is interesting to note, at the Chinese Christian Association and replies were made to criticism. Mr. K. T. Lim said his observation was that the firing of crackers was an expression of joy more than of any other feeling. The making of noise was a way of expressing enjoyment common to all mankind. The Westerner was a victim of this common failing of mankind as much as the Chinese, only in his case the sound was organised. The Britisher expressed his joy on the King's Birthday by the

firing of 21 guns followed by the feu de joie. That was only one example. If there was any case against cracker firing, it was against excessive cracker firing, and against the use of the electric cracker, which went off with such a great bang. "Hear, hear" from Hong Kong. The answer to those who spoke of the inconvenience caused to others by the Chinese custom was this: What about the 350 other days of the year on which the Chinese were disturbed by the merry-makings of the European and other races that formed the remainder of the community?

Mr. Tay Ah Bee Began with Yellow Emperor

Mr. Tay Ah Bee said it seemed to him that a mountain was being made out of a molehill. He denied that cracker firing was largely a matter of superstition. The custom began in the time of the Yellow Emperor with the burning of bamboos to produce a noise. The practice was continued owing to the destructive effect of sulphur and nitrate on vermin, not owing to superstitious beliefs. Each nation had its traditions, its customs, which were typical of it, which singled it out, which were the stamp of its individuality. The expression of the very great joy of the Chinese at the approach of their New Year was in the letting off of crackers. That was a habit that had come down to them for generations, and they were being asked to discard it. The Chinese from whom such a suggestion came were of the same type that had become fanatically imbued with the craze for things Western. At that rate, if such a thing were possible, the fellow nationals of these denationalised people would be invited to change their high cheek bones, to turn their hair yellow, to remould the shape of their eyes—to become in fact anything but Chinese. The speaker urged his audience to cherish a custom that was peculiarly theirs, handed down through the ages.

The Case for Abolition

The case for abolition was put by Mr. Tan Teng-ban. He said that it was a practice that was costing thousands of dollars yearly—money that the Chinese might spend in alleviating the ills of their own nationals in China. There was also the fact that thereby the poor were spending money that could be much better used. The object of cracker firing was to propitiate the good spirits and frighten away the evil ones. These were days of advancement, and such beliefs and practices were untenable and savoured of the Middle Ages. It was a ridiculous argument that the Chinese were honouring China by the observance of such customs, which were signs of nothing but ancient superstition. It was superstition that had kept China back through the ages and that was the cause of the present chaos. A passenger through Chinatown at China New Year would see strings of crackers being let off everywhere. The inconvenience to traffic, the danger to property, the disturbance of the peace were facts too obvious to need detailing, and the speaker had heard of children being injured while letting off crackers.

Tweeds, Tie Criticised

Mr. & U.S. Tay Ah-bee's attitude. He was standing up in a Scotch tweed coat, a neck-tie of German origin and American goggles, and deprecating Chinese fanaticism for things Western. He thought the fact that cracker firing was a nuisance not only to the other races but also to those Chinese who felt disturbed by it was a good enough reason for them to consider giving it up. Another speaker said it was a good thing that Mr. Tay Ah-bee had stopped at the American goggles. What he meant was that there was such a thing as choosing from the other races only what was good. He thought it extremely unjust that the Chinese should be asked to give up a custom that was peculiarly theirs. At the conclusion of the debate a vote was taken, with the result that the meeting was against the abolition of cracker firing by 25 votes to 17.

[Note: The Editor has vetoed a suggestion that a prize be offered for a correct forecast of the voting at a similar debate to be held, say, at the Y.M.C.A. in Kowloon.]

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HONG KONG, SUNDAY, MARCH 24, 1929.

Salvation In Sight At Last!

THE departure for Home yesterday of Mr. R. M. Henderson is worthy of more than brief mention in a tiny paragraph tucked away in an odd corner of the daily newspaper. Mr. Henderson, as every one knows—or should know—is Assistant Director of Public Works. He is going Home on a mission of very vital importance to every resident of this Colony—our water supply. It is intended that he should lay before the Colonial Office the whole question of our water supply, including the Shing Mun Valley scheme. The unanimity with which the members of the Legislative Council have approved of the proposals ought to weigh with the powers-that-be at Home in endorsing the necessary expenditure.

In view of the absolute necessity of an adequate water supply the Colonial Office may well be pardoned if it expresses the utmost astonishment at the years that have been frittered away and the vast sums of money that have been expended on the mere consideration of divers schemes and at the tinkering in the past with the whole business. The "progress" that this Colony has made with the search for a satisfactory solution to its water problem in the past decade would have made even Rip Van Winkle break his legendary slumber and wonder if this island were really on the map at all during the past few decades. The inhabitants of some of the back blocks of Australia—where the paucity of water is a thousand times more deplorable than in Hong Kong—could give the Government of this Colony points and a beating in finding an actual remedy. Even old residents of Bangkok remember an occasion, before the days of artesian wells, when visitors had to wash their teeth of a morning with soda water and the hotels had to buy or borrow water from the Singapore steamers! Here there has never been any genuine hardships, except to the Chinese masses. Others may have suffered inconvenience through a lessened supply in the dry months. But it is safe to state that not one Government official has ever suffered the pangs of thirst whilst "On His Majesty's Service" here. Hence they have taken only an academic interest in the whole question. Hence there has never been any fixity of policy on the part of the Government. What the Governor of yesterday may approve the Governor of to-day may oppose—or vice versa.

We may ruefully reflect on the hundreds and thousands of good dollars that have gone into the melting pot of procrastination in the years gone past. We may deeply deplore the lack of foresight that has not provided for the citizens of to-day an abundance of domestic water. We may righteously condemn the shocking waste of water that still obtains even in the heart of the city wherever a standpipe is in working order—and criticise the apparent error of judgment in not appointing a set of Waste Water Inspectors who would ensure that justice as regards the daily portion is meted out to all and sundry alike. But all that could only have one result—a futile torrent of words, beside which Tennyson's famous brook would be driven to dry up at long last for very shame.

What does matter, and matter tremendously, is that the representative of the Public Works Department has sailed for Home and the glory of placing our water problem on the basis that it ought to have been at least half a decade ago. We can now discard the lamentations and regrets of the past; drop our Jeremiahs overboard; and shout hilariously to the very hills tops: "Salvation is in sight at last: procrastination is dead; progress is very much alive: Long live the Water Authority!"

HONG KONG FAIRY STORIES

Government notification No. 000,000—On and after the thirty first day of March, 1928, all church-goers must possess a licence duly endorsed by the Captain Superintendent of Police.

The 'Varsity Boat race dinner last night was a howling success, the padres especially being in rare good fettle.

The local Motor Launch Hirers' Guild cabled profound congratulations to Comrade Segrave and "Missie England."

The two athletic meetings in the Colony yesterday afternoon were intended as a rehearsal for the next run on a Bank.

Reporters of "pretty" and "very pretty" weddings are henceforth to pay an Entertainment Tax.

Our local Naval officers have read with pleasure that since the Armistice we have "scrapped" 2,160,000 tons of armed ships and cancelled orders for a further 314,000 tons. They are strong-

THE "HERALD" CALENDAR

March 25, 1889.—Captain Elliot demanded passports for himself and all British subjects imprisoned in Canton.

March 25, 1923.—Piracy of a Shaikwan junk.

March 25, 1925.—Pirate attack of s.s. "Tai O."

March 27, 1917.—Launch at Taikoo, Hong Kong, of s.s. "Antiochus."

March 28, 1839.—Commissioner Lin burned 20,269 chests of opium at Canton.

March 28, 1914.—Foundation stone of new Customs House, Canton, laid.

March 30, 1885.—Arrival of Sir George Bowen in Hong Kong.

March 30, 1908.—Cantonese anti-Japanese boycott started.

of opinion that, in these peaceful days, it is deplorable that we should be contemplating the building of three more cruisers.

The P.W.D., the Electric Co., and the Telephone Co. intend to consult each other before Queen's Road is "up" again.

Art and National Unity

It has been truly said that art is the flower of civilisation, the ornament of life. The artistic instinct is innate in man, and the feeling for the beautiful is deeply implanted in our nature. Countries as well as private individuals are always vying with each other in their acquisition of ancient art.

In the "Times" recently there was prominently recorded the fact that a notable acquisition had been made by the Trustees of the British Museum. It is a life sized Ming pottery figure with coloured glazes of a Buddhist divinity dating from the sixteenth century. It has been added by Mr. Harvey Hadden, Chinese art, as we all know, exercises a tremendous hold over the minds of connoisseurs in Europe. It is not because it is exotic or quaint, and something altogether outside the scope of Western art. It obviously has enormous intrinsic value—a value which is duly appreciated by those who have devoted a life time to act criticism and whose judgment can be trusted. In order to get to this point of view it is necessary to understand the canons of Chinese art, which after all are not as different from our own as we might imagine. They cannot be, for there is a universal appeal in true art or in the highest art. It transcends the local circumstances and makes its claim upon the intelligence of men in all places. It is necessary, however, to clear our minds of national prejudices and standards if we are going to judge art rightly. Though emotions are imprisoned in the several forms of art, there is a diversity in the manner of their expression; for this reason it is necessary to bring the mind to bear on such works in that calm and balanced state which alone can do justice to them. If the mind is not cleansed of the dust of accommodated prejudice it is incapable of receiving the best impression of the picture it seeks to criticise. It would, therefore, seem that here we have a possible meeting ground of East and West. In such a sphere there can be no hatred, no petty quarrelling and jealousy, no misunderstanding, but a sincere appreciation of the value of each other's work. Language may divide, trade may lead to competition, politics to division, but true art binds nations together in unity, begetting as it does an understanding that is unattainable in other realms.

But first I must hasten to express our grateful thanks to Mr. and Mrs. Southern for having come here to-day to grace the gathering with their presence. We, of the bays, who seem to receive but little sympathy from the town, cannot help looking upon little acts of kindness of this nature with the deepest feelings of encouragement and appreciation.

The athletic year which is now ending has seen a steady improvement of standard of games but what is more important, it has seen a great increase in the number of students who have turned to the green fields for recreation. Like in every other department of the University, the improvements noted in this direction are mainly due to the unstinted encouragement and liberality of the Vice-Chancellor. I have seen several Vice-Chancellors come and go, and it is with feelings akin to wonder that I note how, without being in any way obtrusive, Mr. Hornell has associated himself with every department of the Athletic Association. He has welded the willow and chased the speeding ball with the same zeal that has earned for our team the reputation of being the keenest side; he has refereed in football matches, and often has he stood watching hockey, tennis and basketball, showing an enthusiasm not usually manifested (at least in this part of the world) with Principals of institutions.

Ho Kom Tong Trophy

I wish also to record the thanks of the Athletic Association to the many friends of the University for donations of trophies and money. Their names are suitably recorded in a more permanent form in the programme. Thanks are due to Mr. Hancock and Messrs. Lane, Crawford Ltd. for prizes; their names do not appear on the programmes, owing to their late arrival. I especially wish to thank Mr. Ho Kom Tong for the presentation of a very valuable Challenge Cup. This trophy will be called the Ho Kom Tong Challenge Cup and will be awarded to the winner of the half mile race to be held for a year. In this connection I want to say how grateful I am to Mr. Peter Pau through whose kind services the Cup was presented.

Jix and D.O.R.A.

Surprise will be expressed, no doubt, that Jix should have shown any affection for D.O.R.A., and the news to-day that the British Home Secretary has suggested that the dear old lady is not so bad as she is painted is bound to provide the cartoonists with some happy ideas. It is true, as the Home Secretary says, that no man in the twentieth century can be a law to himself and the design of D.O.R.A. was to restrict selfishness at a time when carefulness and prudence had to be observed on every hand. The whole trouble with D.O.R.A., however, lies in the fact that the act has not been adequately superseded by legislation more in keeping with peace-time. It is a gross absurdity, for example, that cigarettes cannot be bought in a tobacconist's shop at Home after 8 p.m., while their purchase is everywhere winked at in public houses and hotels at all hours of the evening. When a shop is allowed to keep open for certain articles, but not for others, the act becomes a farce. D.O.R.A. should have been supplanted 10 years ago.

A Sensible Idea

A very sensible motion is to be moved in the American Senate, which if carried and acted upon would transform the Kellogg Pact from a mere expression of good intentions into a real instrument for peace. The glaring defect of the Pact is that, while it binds all the signatories to renounce war, it provides no means of restraining any who violate that pledge. Senator Capper proposes that the United States should ban legislation making it illegal to supply arms or munitions to nations making war in violation of the pact and should open negotiations with other Powers to induce them to take similar measures. Our cables say nothing as to what measure of support Senator Capper's motion is likely to receive. But it is safe to say that he has indicated a way along which, if the American Government will only follow it, really effective progress can be made towards attaining those ideals of peace and security which all the Powers profess to cherish.

"VARSITY SPORTS"

(Continued from Page 1.)

though somewhat unnecessary speech-making. But it is fated that I should appear to-day as the President and I leave you to imagine with what feelings of mortification I began this part of the programme which had so sorely taxed my patience before; and with this in mind, I shall be as brief as possible.

But first I must hasten to express our grateful thanks to Mr. and Mrs. Southern for having come here to-day to grace the gathering with their presence. We, of the bays, who seem to receive but little sympathy from the town, cannot help looking upon little acts of kindness of this nature with the deepest feelings of encouragement and appreciation.

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PRIZE WINNERS

The following were the successful competitors:—

Kicking the Football.—1, E. L. Harrison (Lugard Hall); 2, T. K. Tan (St. John's Hall).

Throwing the Cricket Ball.—1, K. P. Gan (Elliot Hall); 2, D. J. N. Anderson (Morrison Hall).

100 Yards (Lee Hy-san Challenge Cup).—1, H. L. Lee (May Hall). Time: 10.4/5 secs. 2, E. Wong Tape (Morrison Hall); 3, K. P. Gan (Elliot Hall).

Pole Jump.—1, Lim Bo-seng (St. John's Hall). Height: 8ft. 7ins. 2, C. M. Lee (Elliot Hall); 3, S. C. Chung (May Hall).

220 Yards.—1, E. Wong Tape (Morrison Hall). Time: 23.4/5 secs. (record); 2, S. C. Ho (Lugard Hall); 3, A. Baker (Lugard Hall).

Half Mile (Ho Kom-tong Challenge Cup).—1, S. V. Gittins (Morrison Hall). Time 2 mins. 21.4/5 secs.; 2, R. Leong (Lugard Hall); 3, R. E. Alvares (Lugard Hall).

120 Yards High Hurdles.—1, H. L. Lee (May Hall). Time: 16.4/5 secs. 2, C. Candah (Lugard Hall); 3, K. P. Gan (Elliot Hall).

220 Yards Handicap (Past Students' Race).—1, F. J. Zimmerman; 2, H. Braga.

Putting the Shot (16 lb.).—1, B. H. Schröter (May Hall). Distance: 31ft. 2ins. 2, F. Y. Khoo (Elliot Hall).

440 Yards.—1, E. Wong Tape (Morrison Hall). Time: 56.3/5 secs. 2, S. C. Ho (Lugard Hall); 3, A. Baker (Lugard Hall).

Long Jump.—1, K. P. Gan (Elliot Hall). Distance: 30ft. 2ins. 2, Boon Yoon-fong (St. John's Hall); 3, C. Candah (Lugard Hall).

Half Mile (open to the Colony).—1, Pte. King, K.O.S.B.; 2, Fung Kwok-wa.

High Jump.—1, H. N. Chung (May Hall). Height: 5ft. 3 1/2 ins. 2, C. Candah (Lugard Hall); 3, H. E. M. Adams (Lugard Hall).

One Mile (Prince of Wales' Cup).—1, S. V. Gittins (Morrison Hall). Time: 5 mins. 33 secs. 2, N. K. Law (Elliot Hall); 3, A. Rodrigues (Lugard Hall).

Tag-of-War.—Won by Lugard Hall.

Relay Race (Lee Hy-san Challenge Cup).—Won by Lugard Hall.

Inter-Hotel Championship (Challenge Cup presented by Mr. H. Kwong).—Won by Lugard Hall.

Individual Championship (Sir Charles Elliot Challenge Cup).—Won by E. Wong Tape (Morrison Hall).

Note:—The following were non-Championship events: Kicking the Football and Throwing the Cricket Ball.

Tennis Prizes

Opportunity was also taken to distribute the trophies won in the 1928 Tennis Tournament, as follows:—

Championship Singles.—Champion, Lim Peng-chin; Runner-up, T. W. Chong.

Championship Doubles.—Champions, Lim Peng-chin and A. A. Rumjahn; Runners-up, T. W. Chong and K. T. San.

Ladies' Championship Singles.—Champion, Miss G. Ho Tung; Runner-up, Miss R. Kwok.

Handicap Singles.—Winner, Lee Hua-kek; Runner-up, T. W. Chong.

Handicap Doubles.—Winners, G. G. Edwards and L. A. Silva; Runners-up, P. C. Lim and H. P. Kho.

Ladies' Handicap Singles.—Winner, Miss G. Ho Tung; Runner-up, Miss F. Wong.

Mixed Doubles Handicap.—Winners, Miss G. Ho Tung and S. C. Ho; Runner-up, Miss R. Kwok and T. W. Chong.

British American Tobacco Co. Inter Hostel Shield.—Won by Elliot Hall.

Thanks of the Committee are due to the following who have generously contributed to the Prize Fund or donated prizes:—The Hon. Sir Shou-sun Chow, the Hon. Dr. R. H. Kotewall, Sir Robert Ho Tung, the Hon. Sir Joseph Kemp, the Hon. Mr. W. E. L. Shenton, the Hon. Mr. A. C. Hynes, Messrs. Ho Kom-tong, N. S. Brown, Lee Lu-cheung, Fung Ping-shan, Kwok Shu-lau, F. H. Barnes, M. K. Lo, Lee Shiu-kai, Wong Tak-kwong, Lo Chung-kue, W. H. Bell, Chau Yue-ting, Paul Laufer, W. L. Pattenden, Allan Cameron, D. J. Lewis, Sum Pak-ming, Ng Wah, Members of the University Staff, Messrs. W. C. Jack & Co., Ltd., Messrs. George Falconer & Co., Ltd., Messrs. Wing On Co., Ltd., Messrs. British-American Tobacco Co., Ltd., Messrs. The Sincere Co., Ltd.

Officials

Patron.—H. E. Sir Cecil Clementi, K.C.M.G.

President.—Dr. D. K. Samy.

Referee.—The Hon. Dr. R. H. Kotewall, C.M.G.

Judges.—Commadore R. A. S. Hill, Prof. W. Brown, Rev. G. T. Waldegrave, Rev. E. K. Quick, Lt.-Col. L. J. Comyn, C.M.G., D.S.O., Prof. F. A. Redmond, Col. R. B. Skinner.

Stewards.—Prof. G. T. Bryne, Prof. W. J. Hinton, Prof. C. A. Middleton-Smith, Prof. G. Y. Wang, Prof. K. H. Digby, Prof. R. E. Tottenham, Dr. S. Y. Wong, Mr. H. G. Hughes.

Reception Committee.—Messrs. W. W. Hornell, M.A., C.I.E., Huang Tsun-ming, Kwok Sik-kwong, Dr. S. W. Phoon, Mr. Foo Eng-keng, Miss H. Yuen, Dr. D. Laing, Miss G. Ho Tung, Messrs. W. B. Finigan, Loke Kam-thong, Woe Chok-heng, Chan Fung-kee, Miss Lois Todd, Messrs. Lee Pui-tong, Chung Hok-nang, Miss E. Wong.

Time Keepers.—Prof. M. H. Roffey, D.S.O., Prof. J. L. Shell-shear, D.S.O., Prof. W. F. Laid.

Clerks of the Course.—Messrs. H. Braga, D. W. Morley, I. Day, F. H. Traves, F. C. Waller.

Starter.—Mr. R. J. Hunt.

Sports Sub-Committee.—Prof. L. Forster, Mr. A. H. Fenwick, Mr. C. W. Lam, Dr. M. B. Oaman, Mr. F. Hiptoola, Mr. Peter Pau, Mr. A. B. Suliman, Mr. S. R. Kermani (Hon. Secretary).

The Court of Criminal Appeal dismissed the appeal of Roland Hurn, aged 38, carpenter, of Amato-avenue, Eltham, S.E., against sentence of death for the murder of his wife, Mr. Justice Avory stating that no doubt the jury's recommendation to mercy would receive full consideration.

READERS, AMATEURS OR NOT, ARE INVITED TO SEND PHOTOGRAPHS AND ILLUSTRATIONS TO THE EDITOR OF THE "SUNDAY HERALD" FOR INSERTION IN THIS PAGE, SUBJECT OF COURSE TO HIS DISCRETION.

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HONG KONG, SUNDAY, MARCH 24, 1929.

9



GITTINS-HO TUNG WEDDING.—The ceremonial arch at the entrance to "Idlewild," the Seymour-road residence of Sir Robert and Lady Ho Tung, whose sixth daughter, Miss Jean Ho Tung, was married to Mr. W. M. Gittins, B.Sc., the son of Mr. and Mrs. H. Gittins, at the Registry on Tuesday.—(K. Fujiyama).



SYNAGOGUE WEDDING.—Private Nathan Leaf of the 2nd Bn. K.O.S.B. and Miss Regina David, who were married in Hong Kong on March 17.—(K. Fujiyama).



LOCAL WEDDING GROUP.—Taken at "Idlewild" on Tuesday. Left to right, Miss C. M. Fisher (bridesmaid), Mr. W. M. Gittins, B.Sc. (bridegroom), Miss P. G. Lo (flower girl), Miss Jean Ho Tung (the bride, the sixth daughter of Sir Robert and Lady Ho Tung), Mr. E. Zimmern (best man) and Master Wilbur Lo (page).—(K. Fujiyama).



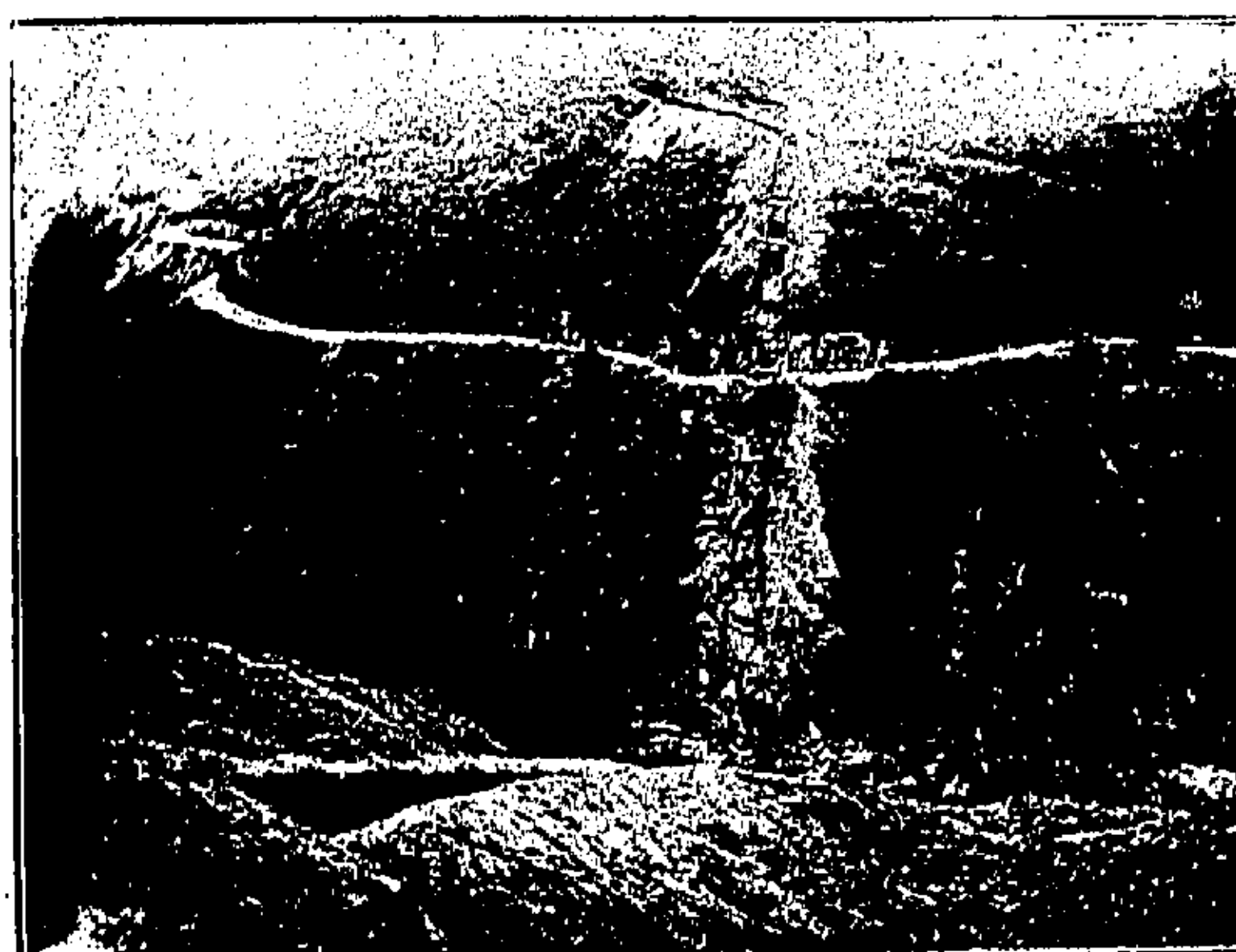
DR. CLIFT'S HOSPITAL.—At Nanning, in Kwangsi. This is the "compound"! Note the cross above the door in centre of photo. Dr. Clift has done great work for the Chinese. One of the scenes taken by Dr. A. Cannon of Hong Kong during his travels.—Strict copyright.



TANG SENG-CHI.—A former Hankow dictator who has re-entered the political arena on the side of his erstwhile enemies at Nanking.



KING EDWARD HOTEL FIRE.—Mrs. Chan Ming-shu, wife of the Governor of Canton, at the Government Civil Hospital, Hong Kong. With her husband, she was singed by the flames (note bandage around her head) and injured through jumping shortly after the outbreak of fire at the King Edward Hotel on March 11.—(K. Fujiyama).



PROSPECT TRENCH.—For the proposed dam at Shing Mun waterworks, seen from the North side.



CATHEDRAL WEDDING.—Mr. W. B. Patey, chief officer of the s.s. "Haining" and Miss F. E. George, at St. John's, Hong Kong, on March 18.—(K. Fujiyama).



THE PROPOSED DAM.—At Shing Mun waterworks. Here is the bed of the river immediately above it.



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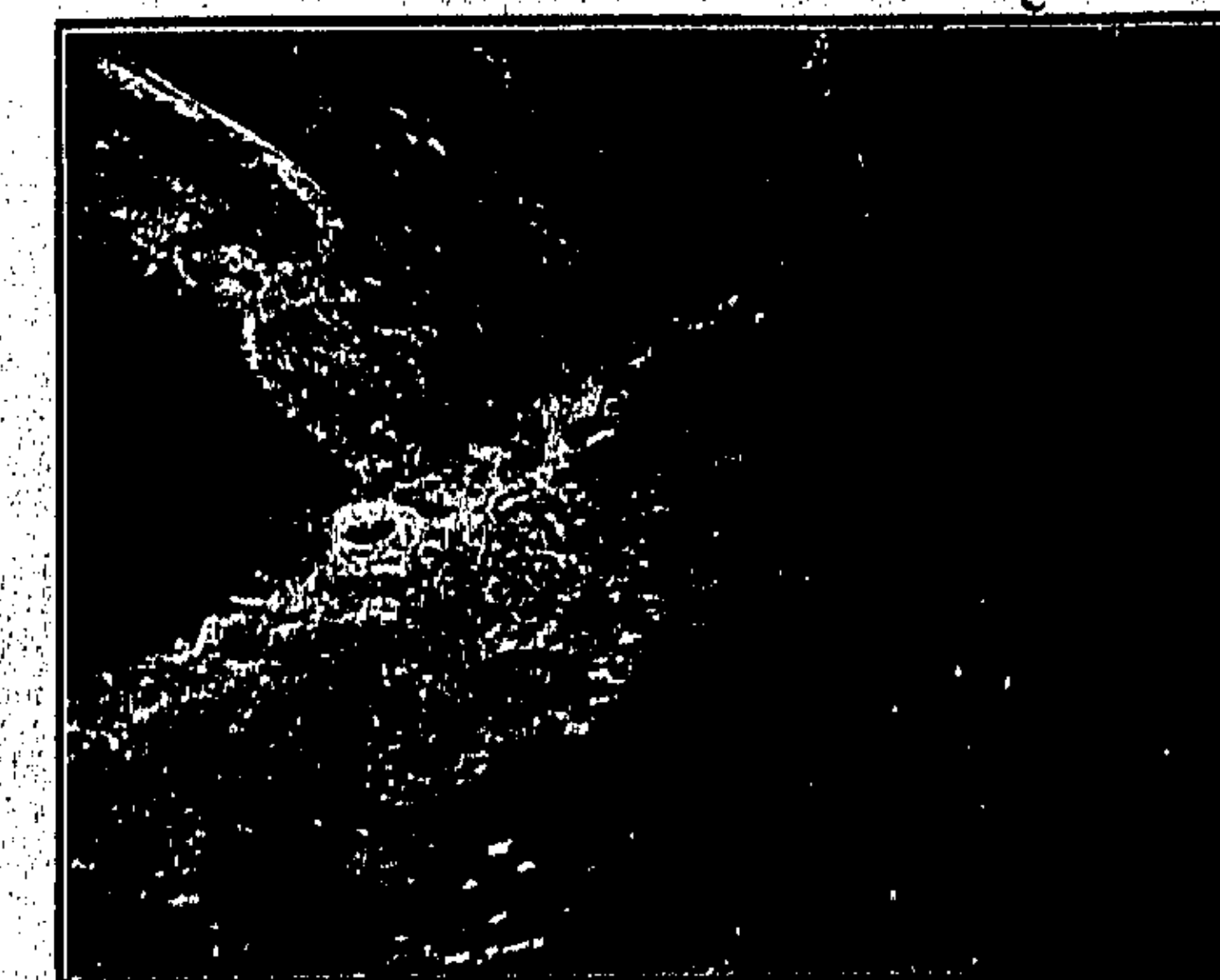
H.M.S. "HERMES."—The football team of the Stokers of the aircraft carrier, taken in Hong Kong.—(K. Fujiyama).



H.M.S. "HERMES."—The football team of the Seamen of the aircraft carrier, taken in Hong Kong.—(K. Fujiyama).



AT MOUNT AUSTIN BARRACKS, THE PEAK.—A dance held by the 2nd Battalion the King's Own Scottish Borderers. Some of the Battalion's officers can be seen in the flashlight group which includes also a sprinkling of visitors from the Senior Service.—(K. Fujiyama).



SHING MUN WATERWORKS.—The bed of the stream immediately in front of the proposed dam.

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The Woman's Page



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Byword for Spring



What is it? Jacket Frock. Bright colours for the jacket in this smart costume, the latest of the Paris with varying shades in the skirt and decorations make you think that the girls will look particularly dapper in this spring. The jacket and skirt are bright blue, the flouncing, ribbon navy blue and the blouse light blue.

WHAT TO WEAR

FOR THE SHORT HOLIDAY
ABROAD

[By Hon. Mrs. C. W. Forester]

Now that the colours and fabrics for spring have presented themselves, the individual woman, viewing all the changes and suggestions, must realise that the mode has become bewildering in its beauty and versatility.

Take Time

The fault of English dressing is that it is too haphazard. It has so often occurred to me to say to some of my country friends, in particular, if they took anything like the same care in the choice of their suits and dresses for town that they do over their riding kit, they would not represent such a "patchy" appearance. It is largely a question of time. Many of our charming country women at this season of the year come to London for a couple of days, only to interview dentists and cooks. If there is a spare half-hour, they may possibly rush to their dress-

maker to order some sort of outfit for a wedding, or struggle to collect clothes for a short holiday abroad.

The Ensemble

There is no real plan about this system. In fact there is no system which is very much to be deplored. The ensemble idea has been helpful, but here, again, English women are apt to just consider the ensemble merely as a two or three piece affair, and omit headgear and the necessary accessories. Sometimes, on the very eve of departure, I find friends still struggling to match up shoes and stockings, having possibly bought beige or grey hosiery by artificial light! There have been plenty of advance models to choose from, but they will explain that "they had not time to wait and see them put on," or, better still, to try them on themselves! So they just ordered from patterns! Can they expect not to feel badly dressed when watching the perfect ensembles on the terrace at Monte and such like places where fashion never burns?

Travel Kit

How often, too, does the travelling selection leave much to be desired. Frequently, an old coat



Natty little dresses for the kiddies.

and skirt are considered good enough, with possibly a dowdy hat, and sometimes, at this season, ill-fitting garters, destroying slim feet and legs! The same woman will cordially admire the beautifully tailored American and other nicely clothed people, but she herself "hasn't the time." These things should be easy to-day. The ready-to-wear models are ideal for such people; they are to be had in all sizes, and can be excellent when sponsored by the best designers. Individual touches, naturally, can invest them with a further charm. Nothing could better suggest chic and comfort than the ensemble here depicted. One of the soft new tweeds is used for the smart long coat, with collar and cuffs of grey Krimmer;

Alluringly Trim



Youth and sophistication join hand with delightful results in this evening gown. Pale green tulle, treated in the new flat manner, forms the circular skirt, while the lengthy bodice of shimmering green sequins follows the lines of the figure.

The grey wool cardigan is worn over a comfortable sweater in the new Patou shade of red that matches the draped hat of fine felt. The tweed skirt is box-pleated in the front in a very new manner, from a slim yoke-piece. The wearer carries a cosy top-coat of heavy blanket fabric in plain grey, with a red-and-grey wool checked lining.

Matching Rugs

A rug is another necessary extra, some often match the top-coat on one side. Other very new rugs are made with a zip-fastening that can quickly turn them into a bag for deck or car use.

Gloves and Shoes

Shoes should be easy and sensible, and loose enough to allow of the inside sockette, if thick stockings do not please. Gaiters are seldom successful, and unnecessary if a rug is available. Gloves should be loose and washable, or fur-lined. The handbag variety is very wide. Leather is always best for a journey, though every woman has her own fads and fancies in such things. Only in all cases travel kit should adhere to workmanlike smartness.

Evening Ensemble

The witty traveller, who may not possess a maid, will think ahead regarding her packing, retaining one case, or dressing case, for her immediate requirements. This will include the evening frock and coat of uncrushable order. Nothing is a better choice than the printed moracain range, consisting of a black or very dark background with a small, well-covered design. The printed moires are perhaps newer, and either seems quite unaffected by a tight squeeze.

A Quick Change

The unlined coat is helpful for hotel or restaurant. The first sketch portrays a frock of black moire with small design of white

and yellow, worn with a black chiffon coat and a charming evening jetted hat with fluted veil—another important consideration when the appointment with the coiffeur is not until the following day! Black crepe-de-Chine or satin shoes, beige or fine black silk stockings, with a dainty pochette of black moire, should complete this "quick change" toilette. First impressions are important, and it is pleasant to be able to change from travelling kit into correct garb for dinner in hotel or restaurant without undue effort. Especially does this apply when travelling from place to place by car; nothing is more refreshing to appearance and feelings than a change from day clothes.

Take Your Hats!

Another error committed by the woman going abroad is to leave the question of headgear till she gets to her destination. This is all right if a few days are spent in Paris, for Paris is the spiritual home of the hat! But on first arriving at gay watering-places on the Riviera a mistake can easily be made. Fashion is so very new in hats, and there are many extreme specimens of headgear, that, however wonderful, are very trying for the average Englishwoman. It is not every woman who can wear the Directoire poke-bonnet, or a toque entirely made of velvet-petals worn well back on the head, revealing perhaps a fringe to mitigate a wide expanse of forehead. New shapes, should be carefully studied before a purchase, and this applies to even the less eccentric models in headgear. There is such a great change, especially in the expanse of forehead. One of the newest toques is in a wool-lace straw; this is worn like a skull-cap, but shaped in points round the ears.

It is safer to start from home with a smart new felt, a medium cloche, of a stitched tweed travel hat that suits us.—Daily Telegraph.



Two styles of dresses for the warmer weather.

Still Finds Favour



Among the materials for jacket and skirt this season sees knitted cardigan holding its own in mildy's esteem. Here it is made into a brown and beige combination, which blends easily with the snappy sweater.

ON DIETING

WITH ITS DEPARTURE GOOD
HUMOUR RETURNS

MEDICAL ADVICE

The suspicion of a waist, slight though it be, which has appeared in the new Paris creations, lends support to the forecast that in the near future the excessively slim silhouette and the boyish figure will be things of the past—curves will be le dernier cri.

Medical authority has admitted that excessive slenderness and nerves are co-partners; so that the call to curves should bring with it the remedy for those exasperating exhibitions known as "nerviness." In fact, curves will help to diminish nerves. This fact will surprise many.

For the past few years Eve has been the victim of a rigorous slimming diet as a means to the pursuit of beauty and the demands of Madame La Mode. She lived almost by salad alone, or a cutlet and pineapple were the heights to which her appetite took her.

Unfortunately, her sylph-like figure was gained at the expense of her nerves.

Who can dispute the fact that thinness gives rise to depression, gloominess, and irritability—those emotions that tend towards the advance of old age? It seems that this striving to achieve beauty in time defeated its own ends. The pessimists of the world are said to have been lean and lank. Moreover, does not Shakespeare make Julius Caesar retort

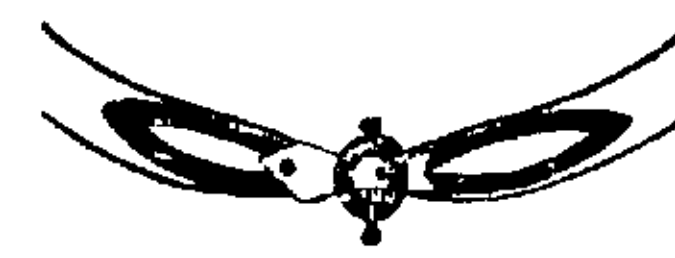
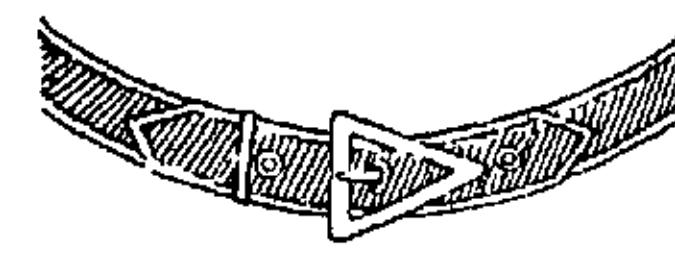
that he liked not "the lean and hungry Cassius?"

The trouble about the boyish figure is the fact that fat is diminished to a minimum; in fact, it seems in some figures to be entirely absent.

Nature, as is her way, has a reason for most things. She provides fat in the human system with a definite object. It is a reserve supply—a storehouse of energy to meet the demands of illness. Moreover, it pads and protects the internal organs. They should be embedded in fat.

Acting as a warm blanket, it is the means of combating the vicissitudes of external temperature to which the body is subjected. In this way nerves and organs are not exposed to severe cold. The circulation, the temper and the looks are benefited. How many red noses, blue lips and numb fingers are due to deficient circulation—the result of a minus quantity of fat and the slim figure!

It seems pretty obvious that many domestic and marital disturbances are due to irritability and loss of self-control, in fact, nerviness. Followers of this



Latest designs in belts and buckles.

Something Different



Pleated velvet supplies that indefinable "something" in this ensemble which every woman looks for in her clothes. Beige chiffon blouse blends delightfully with the brown pleated cape trimmed with golden brown fox fur.

will, like a quiet answer, turn away wrath.

With the advent of roundness, we may hope for the disappearance of such unsightly disfigurements as red noses and blue lips. Discontented faces, worried looks and restless eyes will be replaced by happy, comfortable and peaceful expressions. Good temper will reign supreme. Children will benefit. Naggng mothers will disappear with the passing of the slim silhouette. No doubt irritable husbands will decrease. Home life will come into fashion.

No woman need despair of the charm of curves. Those who have ruled the world have pulled the strings through their womanly beauty. They had curves!

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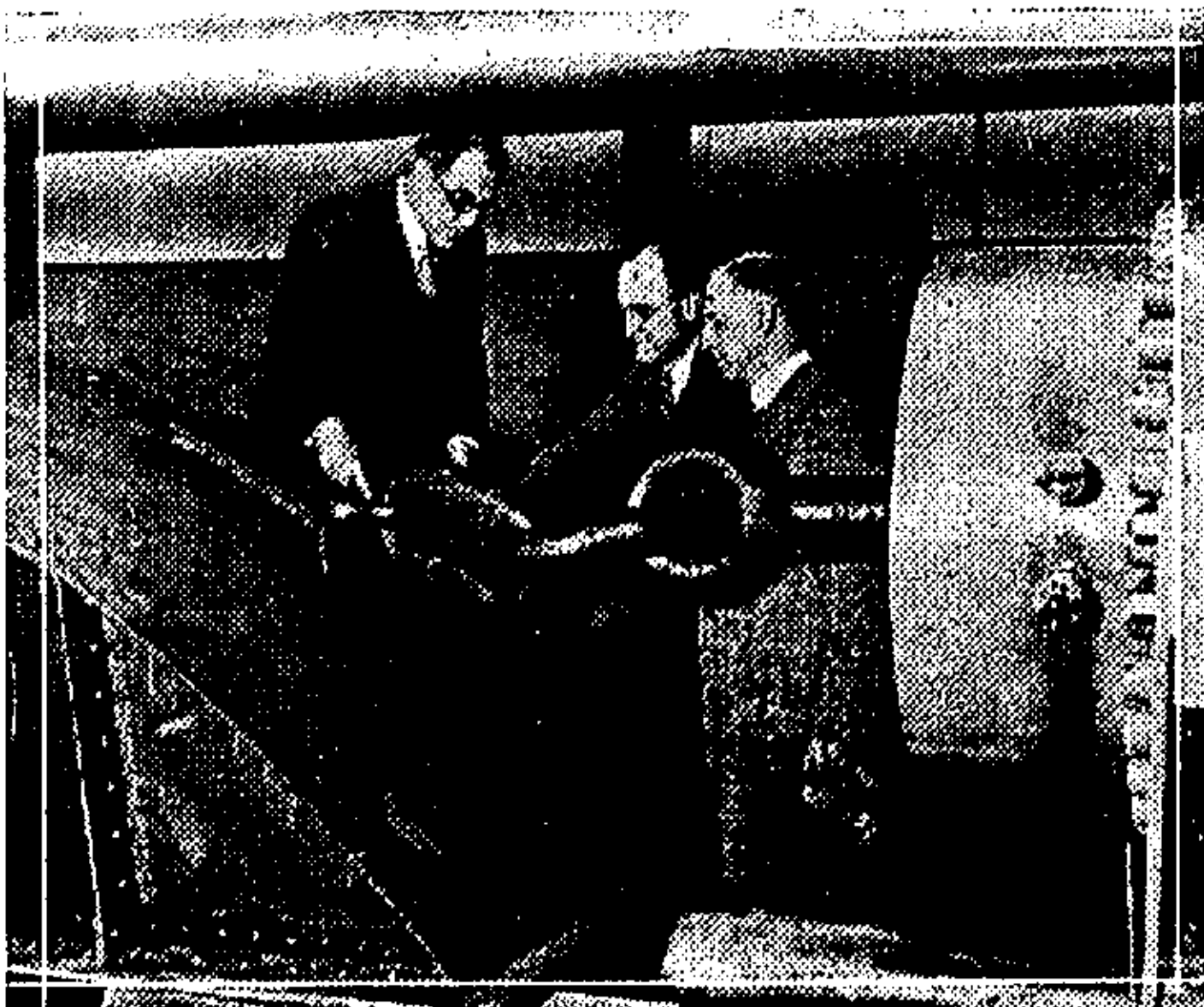
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ROUND THE GLOBE IN PICTURES.



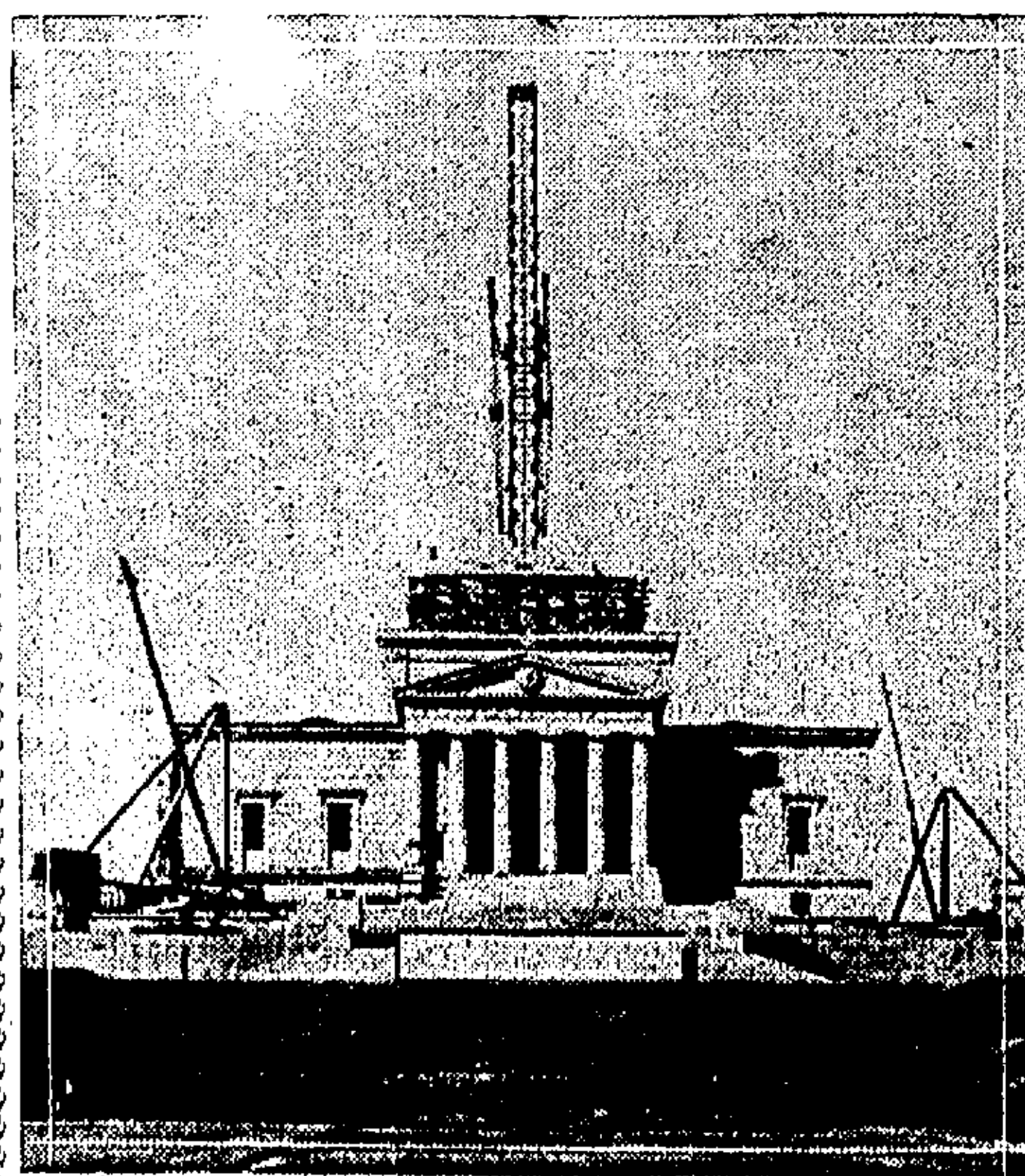
Straitening Little Feet. Major Dr. von Gruber putting two youngsters through the exercises on his new invention for curing flat feet, fallen arches and for strengthening foot-bones. The Major's invention was the result of many experiments with German flat-footed soldiers during the War.



Testing "Pad Eyes" for Raising Sunken Submarines.—Inspecting a "pad eye" used for the lifting of sunken submarines to the surface of the water. These steel pad eyes must stand a pull of 160 tons, but in recent tests withstood a pull of 236 tons. The pad eyes were riveted to a piece of steel the same thickness as a submarine hull, chains were fastened to strength machine and the strength of the pad eyes determined. These pad eyes are fastened to the sides of a submarine and, if sunk, lifting pontoons and chains attached to it, bring the "sub" to the surface.



A Society Diana.—Miss Gertrude Sanford, with one of the five Kings of Beasts, which she bagged in the Lake Tanganyika region, Africa. She is a noted crack-shot and her next exploit will be in Abyssinia, where she will head an expedition seeking specimens of the Nyala, a rare antelope.



Alexandria, Va.—How the George Washington Masonic National Memorial appears to-day. Work was started four years ago and is about half finished. Note the start of construction on the tower which will reach up skyscraper fashion in three tiers. The project will cost about five million dollars when it is completed in 1932. It was at Alexandria that George Washington was Master of his Masonic Lodge.



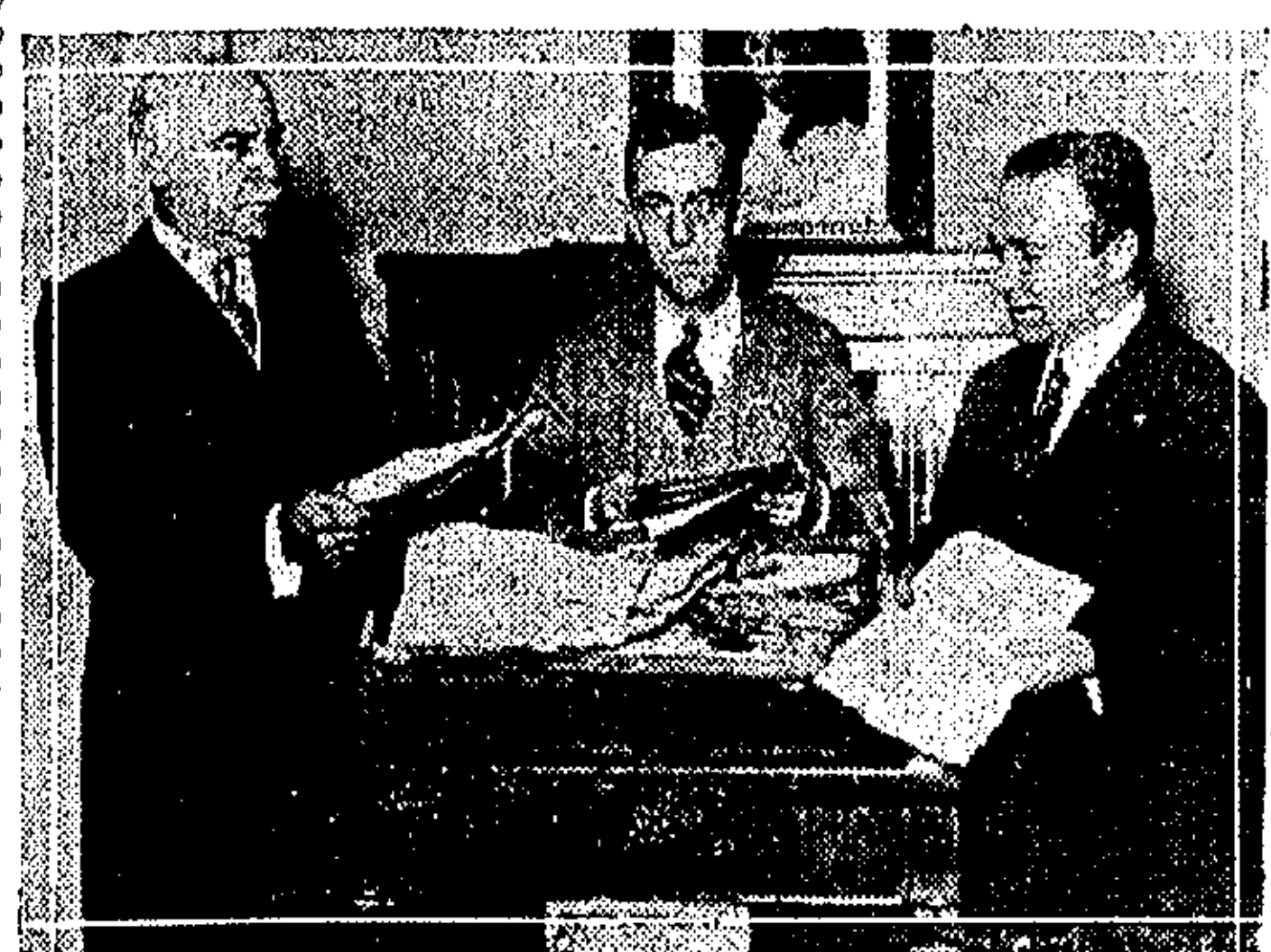
Princess Martha of Sweden, daughter of Prince Charles, brother of King Gustav of Sweden, whose wedding to Crown Prince Olaf of Norway has just been celebrated. The Princess is 28 years old.



Most Perfect Back.—Miss Margaret Shotwell, 18 years old, whose back and hands have been proclaimed the most perfect in America by noted artists—among them Howard Chandler Christy, who has completed a painting of her in the pose show. Her back is insured for \$1,000,000.



Joe Thompson, a freckle faced Oklahoma boy, who has been adjudged the champion corn grower of his home State. In addition to sweeping the junior classes, he won first place in the open show, competing with adults.



Papers of Washington Family.—Left to right, William Tyler Page, Clerk of the House of Representatives; William Selden Washington, descendant of George Washington's brother and Henry Woodhouse, owner of the largest private collection of Washington papers, examining some of the two thousand letters and papers which belonged to Betty Washington Lewis, sister of George Washington. The papers, over two centuries old, were in the little trunk, seen here.



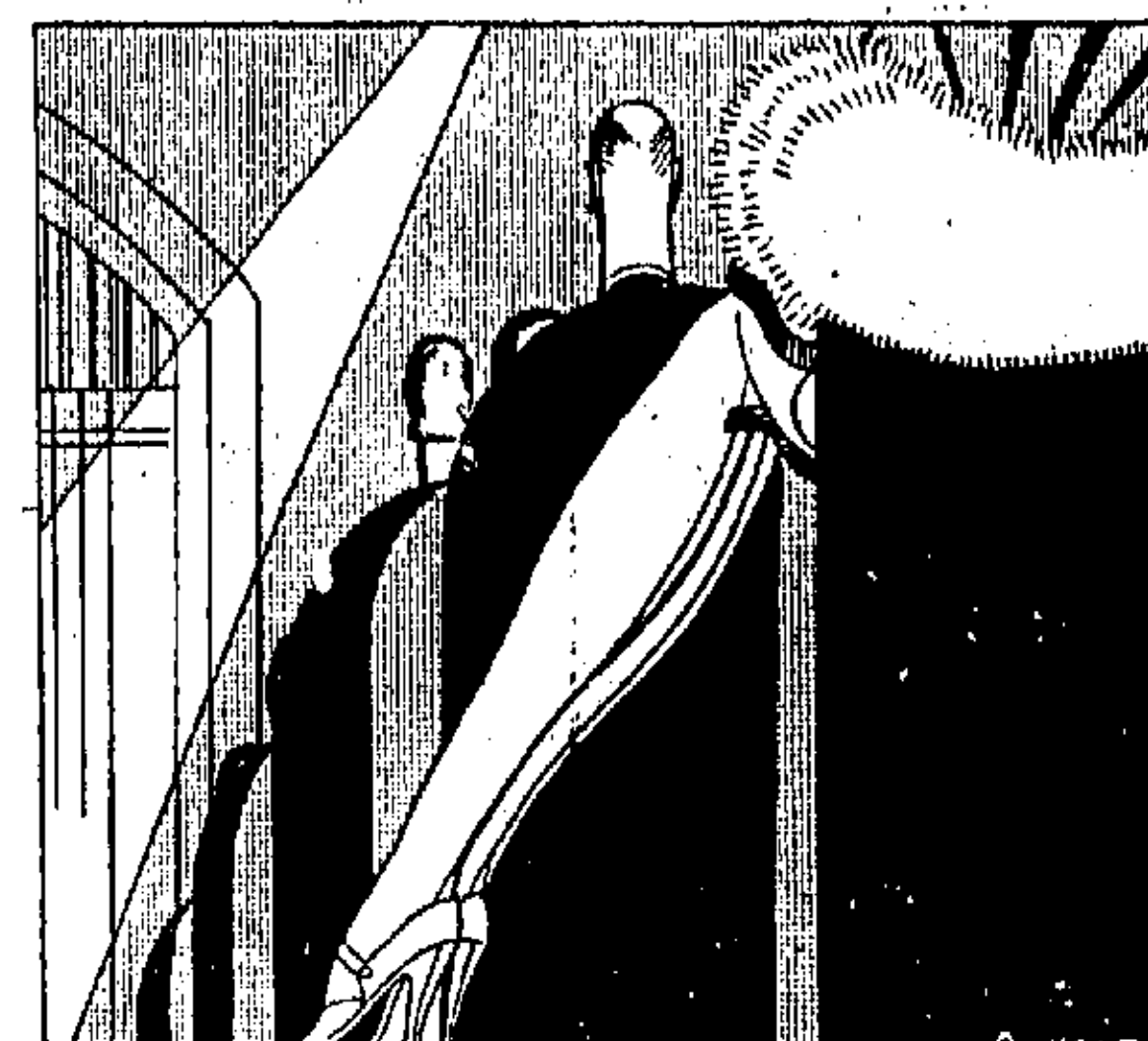
Gets Byrd on Home-Made Radio.—Edward Redington, 15 year old American Radio Relay League operator, who has established communication with the Byrd Antarctic Expeditions base ship, "City of New York," on his home-made short wave set.



Canada's Skating Marvel.—Miss Leila Brooks, Canadian champion woman skater, who established a new world's record for the four furlongs when she covered the half-mile in 2 minutes, 31.4 seconds at a Toronto skating meet—clipping 4.1-5 seconds from her old record made in 1926. She also holds the record for the quarter-mile.



United States Capitol Blanketed in Snow.—An unusual view of the United States Capitol blanketed in the first snowfall of the winter. The Capitol and grounds, when covered with snow, present a beautiful picture.



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Queen Mother of Netherlands.—Dowager Queen Emma of the Netherlands, mother of Queen Wilhelmina, sending over the radio greetings to the Dutch colonies in India on the fiftieth anniversary of the founding of those colonies. The Queen mother, in spite of her 71 years, takes active interest in the welfare of her country and its colonies. This is said to be her first talk over the radio.



A famous foursome—left to right: T. W. Palmer, Bobby Jones, Jr., National Amateur champion; Willie Klein, New York State champion, and Bobby Jones, sen. The Joneses lost one down on the La Gorce Course.

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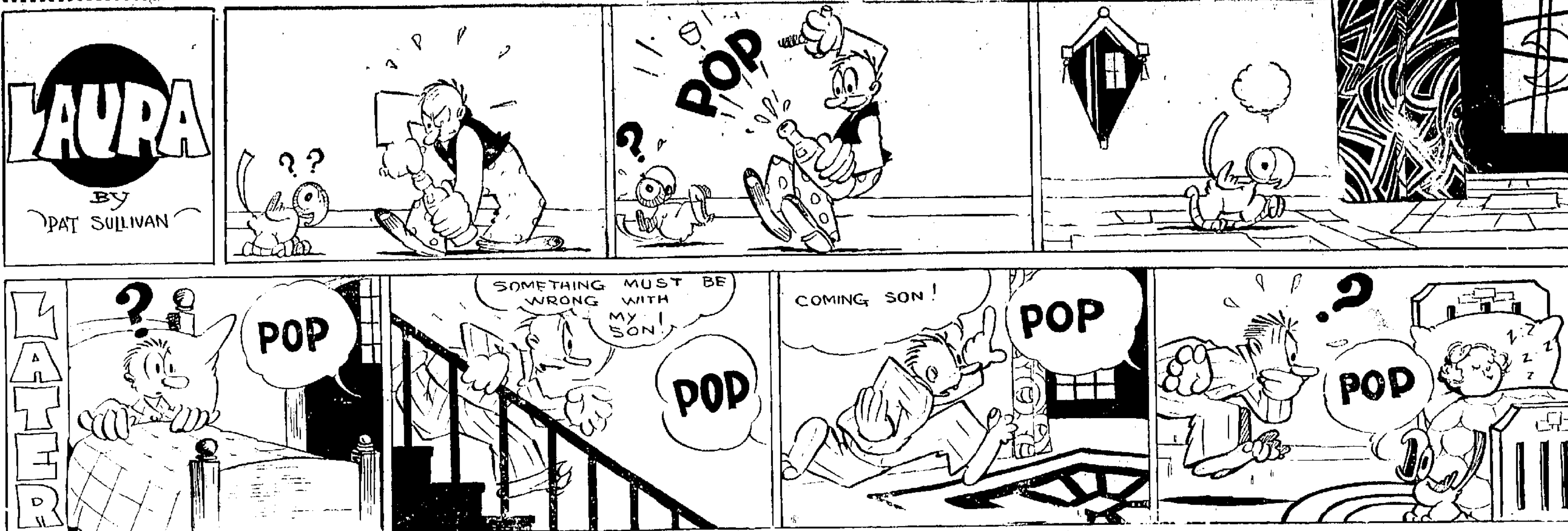
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TO-DAY'S RADIO

Evening Service Relayed From Union Church

ON 350 METRES

The following programme will be broadcast to-day from the Government radio station on the Peak, the wave-length being 350 metres. The call sign of the station is Z.B.W.

1.48 p.m.—Weather Report.
5.55 p.m.—Evening Service relayed from Union Church.

Voluntary. Intermezzo. (Mascagni).
6 p.m. Evening Service. Minister Rev. F. C. Young.

Prayer.
The Lord's Prayer.
Hymn, "Jesus Lover of my soul," (Wesley).

The Lesson.
Offertory.
Voluntary. Berceuse. (Cui).
Solo, Mr. G. McLeod.

Reading.
Prayers.
Hymn, "Oh God the Rock of Ages," (Bickerseth).

Address.
Hymn, "The day Thou gavest, Lord is ended," (Ellerton).

The Benediction.
6.45 p.m. Organ Recital by Mr. G. E. Longyear.

"Prelude and Fugue," (Bach).
"Imperial March," (Elgar).
"Prelude," (Mendelssohn).

7.48 p.m. Evening Weather Report.
8.30 p.m. Evening Programme.

Columbia Records supplied through the courtesy of Messrs. Anderson Music Co.

"Pax Vobiscum" (Johnson). The Royal Philharmonic Orchestra.
"Ah! Fairer Sun," Tenor and "Tis There! All Hail! Oh Tis!" (from "Romeo & Juliet") William Headline.

"The Merchant of Venice." Incidental Music (Rosa). Organ Solo, Quentin M. MacLean.

1. Prelude 1.
2. Intermezzo "Portia."
3. Oriental March.
4. Prelude 2.
5. Gigue's March.

"Parsifal The Grail Scene" (Wagner). The Bayreuth Festival Orchestra.

"O Lovely Night" and "Parted." Soprano, Doris Vane.

"Gigue" from "Fifth French Suite" (Bach) and "Jesu, Joy of Man's Desiring" (Choral Prelude), Piano Solo, Myra Hess.

"Faust" (Gounod). Vocal Gems, Miriam Lette, Madam Clara Serena, Francis Russell, Harold Williams & Chorus.

"Mother Goose" (Ravel). Suite for Orchestra, Walter Damrosch & The New York Symphony Orchestra.

1. The Pavane of the Sleeping Beauty.
2. Hop O' My Thumb.
3. Laidronnette, Empress of the Pagodas.

4. Conversations of Beauty and the Beast.
"Turandot" (Puccini). Soprano, Eva Turner.

"Trauerzeit" (Schumann), and "The Blind Boy" (Moore). Cello Solo, W. H. Squire.

"Il Trovatore—Il Ballo del Suro Sorriso" (Verdi), and "La Gioconda—Bacchante" (Ponchielli), Baritone Riccardo Stracciari.

"The Crucifixion" (Sparrow, Simpson & Stainer), The Choir of St. Marylebone Parish Church.

1. The Processional to Calvary.
2. Recit: And as Moses Lifted up the Serpent.

3. God So Loved the World.
4. Recit: Is it nothing to you?
5. The Appeal of the Crucified.
6. Recit: After This.

7. Hymn: All For Jesus (Last Verse).
Ronald G. Tomblin, Organist and Conductor.

10.30 p.m.—Close Down.

According to a letter addressed to the Shanghai City Chamber of Commerce, the District Magistrate states that holders of subsidiary banknotes issued by the former Central Bank in Hankow for its Hunan, Hupeh and Kiangsi branches, may be exchanged for 17th year long-term treasury bonds, if presented to the Kiangsu Provincial Bank before July 20.

Lady Murlson, wife of the Chief Justice, Straits Settlements, Sir William Murlson, is returning from home by the "Mantua," arriving in Singapore on March 23.

Among the passengers leaving by the "Macedonia" are Mr. D. M. Miller, of the Asiatic Petroleum Co., Singapore and Mrs. Miller, and Mrs. A. G. Shafe of Bendixson and Co.

The Queen in congratulating Mr. and Mrs. W. Richardson, of Queen's-road, Watford Way, Hendon, N.W., on their diamond wedding, added that she was sure the King would wish to join with her in the message.

FOOTBALL

(Continued from Page 4.)

The Athletic had a fair share of the opening half, but were worn down after the interval. Crawley opened the scoring for the Borderers, and Chan Yan-kwai equalised for the Athletic, the teams crossing over on level terms.

The Borderers ran away with the game after the change of ends and Crawley soon put them ahead once more. Craig was the next forward to find the net, and further points were added by Tool and Crawley.

Result:—K.O.S.B. 5; Athletic, 1.

ST. JOSEPH'S v. SOUTH CHINA "A"

There were some most regrettable scenes at Happy Valley yesterday when those teams met, and the referee quite rightly took drastic action in giving two of the South China players marching orders. The offenders were Yau Sing-wah and Lo Chai-wan, and in each case the offence was striking an opponent.

There is little to be said regarding the actual play, which was of a scrappy nature, but South China certainly deserved their win, for they were considerably smarter on the ball than the St. Joseph's team. Tsang Kong-ka, Wan Kui-chin and Ng Pook-ai all got through for South China before the interval, which arrived with the score three goals to nil in their favour.

St. Joseph's did better in the second half, but showed up poorly in front of goal. Their only goal was the result of a penalty, Leonard being the marksman.

Result:—
South China "A" 3
St. Joseph's 1

CLUB DE RECREIO v. KOWLOON

Fine Display of Goalkeeping

At King's Park yesterday the Club de Recreio obtained a couple of points as the result of a win over Kowloon. The visitors were handicapped by being a player short throughout the whole game, and did well up to the interval in keeping their goal intact. Nicholls gave a fine display in goal, while Moore, Seddon and Moss were all in good form.

The Recreio were by far the superior team after the change of ends, and found the net twice, C. Silva being the marksman on each occasion.

Marques, Oliveira, Santos and Brito all played well for the winners.

Result:—
Recreio 2
Kowloon 0

LEAGUE TABLE

First Division					Goals.	
	P.	W.	D.	L.	F.	A.
S. China	16	11	2	3	34	17
Police	10	10	3	7	24	15
Athletic	10	9	5	2	35	21
Somersets	16	9	4	3	42	15
K.O.S.B.	15	7	3	5	39	20
Royal Navy	17	8	1	8	34	25
Kowloon	17	6	6	5	17	25
H.K.F.C.	16	3	5	8	23	40
Recreio	17	6	8	3	41	13
R.A.	15	6	0	9	21	33
Small Units	17	0	0	17	13	68

Second Division

	P.	W.	D.	L.	F.	A.
Royal Navy	19	17	1	1	79	18
K.O.S.B.	19	16	1	2	91	18
Somersets	18	13	2	3	67	18
R.A.F.	18	9	3	6	44	39
Athletic	15	9	1	5	32	20
S. China "B"	19	8	2	9	33	40
St. Joseph's	19	6	2	11	25	41
S. China "A"	19	3	8	8	23	39
Small Units	20	4	4	12	24	61
Recreio	19	5	2	12	22	49
Eastern	17	3	5	9	23	41
Kowloon	18	3	5	10	19	58
R.A.	16	4	2	10	23	49

Jack Trains 'Em Young



Young Jack Sharkey slips on the gloves under the watchful eye of his battling dad who defeated Young Stribling at Miami Beach, in one of those elimination bouts to determine Tunney's successor.

To-day's Matches

SOMERSETS v. KOWLOON CHINESE

TWO FRIENDLY GAMES

Two friendly football matches between the 1st Battalion Somerset Light Infantry (now at Hankow Barracks) and the Kowloon Chinese Athletic Association will be played at the Club de Recreio's ground, King's Park, to-day.

Kick-off 3 p.m., K.C.A.A. juniors v. Band of the 1st Bn. Somerset L.I.:—Chung Chi-kung; Tang Chung-pak, E. King-tat; Shiu Kun-choi, Fung Hing-tong, Liu Kam-ming; Wong Kam-pai, Chu Shiu-ting, Lal Ting-choy, Loo Chi-yin, Chau Yim-chung.

Kick-off 4.15 p.m., K.C.A.A. seniors v. 1st Bn. Somerset L.I.:—Li Tai-wah; Chan Man-hin, Wong Shui-wo; So Wai-fook, Ng Ju-hing, Ng Hon-bing; Cheung Kun-sang, Shek Pui-tim, Charlie G. H. Loo, Ho Ka-hung, Ng Chi-hing.

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NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 25th day of March, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

Lot No.	Boundary Measurements	Contents in sq. feet.	Area and Rental	Upst. Price
1	ft. ft. ft. ft.	about	2,108	10
2	ft. ft. ft. ft.	about	2,108	10

CRICKET

(Continued from Page 5.)

Cpl. Butler, b Banks	1
Sgt. Higgins, b Banks	0
Lt. Macdonald, b Muskett	1
S.M. Kennard, b Banks	0
Spr. Geddes, c Paul, b Muskett	1
Spr. Licence, b Muskett	6
Sgt. Harrison, c and b Muskett	31
Sgt. White, b Muskett	5
Sgt. Pycok, not out	4
Extras	6
Total	79

	O.	M.	R.	W.
Banks	11	0	33	4
Muskett	9	1	19	5
Way	6	1	21	1
Murdock	0	3	0	0

C.S.C.C. 2ND v. "TITANIA"
At Happy Valley, the Civil Service C.C. 2nd XI. defeated H.M.S. "Titania" by five runs.

Batting first, the home team compiled 62, to which the visitors replied with 57.

Kelly's splendid bowling (7 for 17) for the C.S.C.C. was the principal feature of the match.

U.S.C. 2nd X	
H. E. Harper, c Norris, b Newcombe	21
V. H. Chittenden, c Lonsdale, b Hill	7
H. F. Westlake, b Sparrow	28
J. Barrow, c and b Sparrow	0
W. H. Edmonds, c Stanley, b Newcombe	0
R. R. Davies, b Newcombe	0
D. R. Kelly, b Sparrow	5
W. Eldridge, c and b Sparrow	0
D. M. McDougall, b Newcombe	0
F. E. Booker, not out	0
T. W. Carr, b Sparrow	0
Extra	1

	O.	M.	R.	W.
Hill	5	0	25	1
Sparrow	8	4	0	29
Newcombe	4	1	7	4

H.M.S. "Titania"
C.P.O. Ball, b Kelly 13 || S/L Bryans, b Kelly | 17 |
Lt. Norris, b Kelly	2
Lt. Comdr. Littleton, b Edmonds	1
G. T. Giles, c Harper, b Edmonds	9
E.R.A. Sparrow, b Kelly	0
Comdr. Stanley, c Carr, b Edmonds	0
Lt. Lonsdale, not out	10
Lt. Nowell, b Kelly	4
P.O. Newcombe, b Kelly	0
E.R.A. Hill, b Kelly	0
Extra	1
Total	57

	O.	M.	R.	W.
Edmonds	12	1	39	3
Kelly	11	1	4	17

LEAGUE TABLES

Division I.

	P.	W.	D.	L.	Pts.
Hong Kong C.C.	7	5	2	0	17
University	8	5	1	2	16
Kowloon C.C.	8	3	3	2	12
Indian R.C.	7	3	2	2	11
Royal Navy	8	3	1	4	10
Royal Artillery	7	3	0	4	9
Chinese R.C.	7	2	1	4	7
Craigengower C.C.	8	1	3	4	6
Civil Service C.C.	8	1	3	4	6

Division II.

	P.	W.	D.	L.	Pts.
H.K.C.C. 2nd	11	10	0	1	30
Indian R.C. 2nd	12	9	1	2	28
R.E. & S.	11	8	0	3	24
Kowloon C.C. 2nd	11	5	4	2	19
C.S.C.C. 2nd	11	5	2	4	17
R.A.S.C.	11	5	2	4	17
Recreio	12	5	1	6	16
University 2nd	10	4	2	4	14
Craigengower 2nd	11	4	2	5	14
Police R.C.	12	3	0	9	9
Royal Navy 2nd	10	2	1	7	7
R.A.O.C.	9	2	0	7	6
Electric R.C.	11	0	8	8	8

FANLING HUNT

STEEPLECHASES

TO-DAY,

MARCH 24th.

FIRST RACE

3 p.m.

Admission to Public Enclosure \$1.00 (Soldiers & Sailors in uniform half price).

Cars parked on course \$10.00 each
Special train leaves Kowloon \$1.50 p.m.

Returns 6.27 p.m.
First class return fare including admission to Public Enclosure \$2.60.

Free parking for cars.

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CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

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BUY A BOTTLE TO-DAY.

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REGULAR MASSAGE TREATMENT

USE THE
"PUNKT-ROLLER"

This is the most effective form of massage. The exhilarating effects of five minutes' use leave the circulation sufficiently active to dissolve FAT DEPOSITS. The invigorating sensation of fitness remains for hours. See for yourself, from day to day, the use of the PUNKT - ROLLER will REDUCE and SHAPE THE HIPS, THIGHS and CALVES.

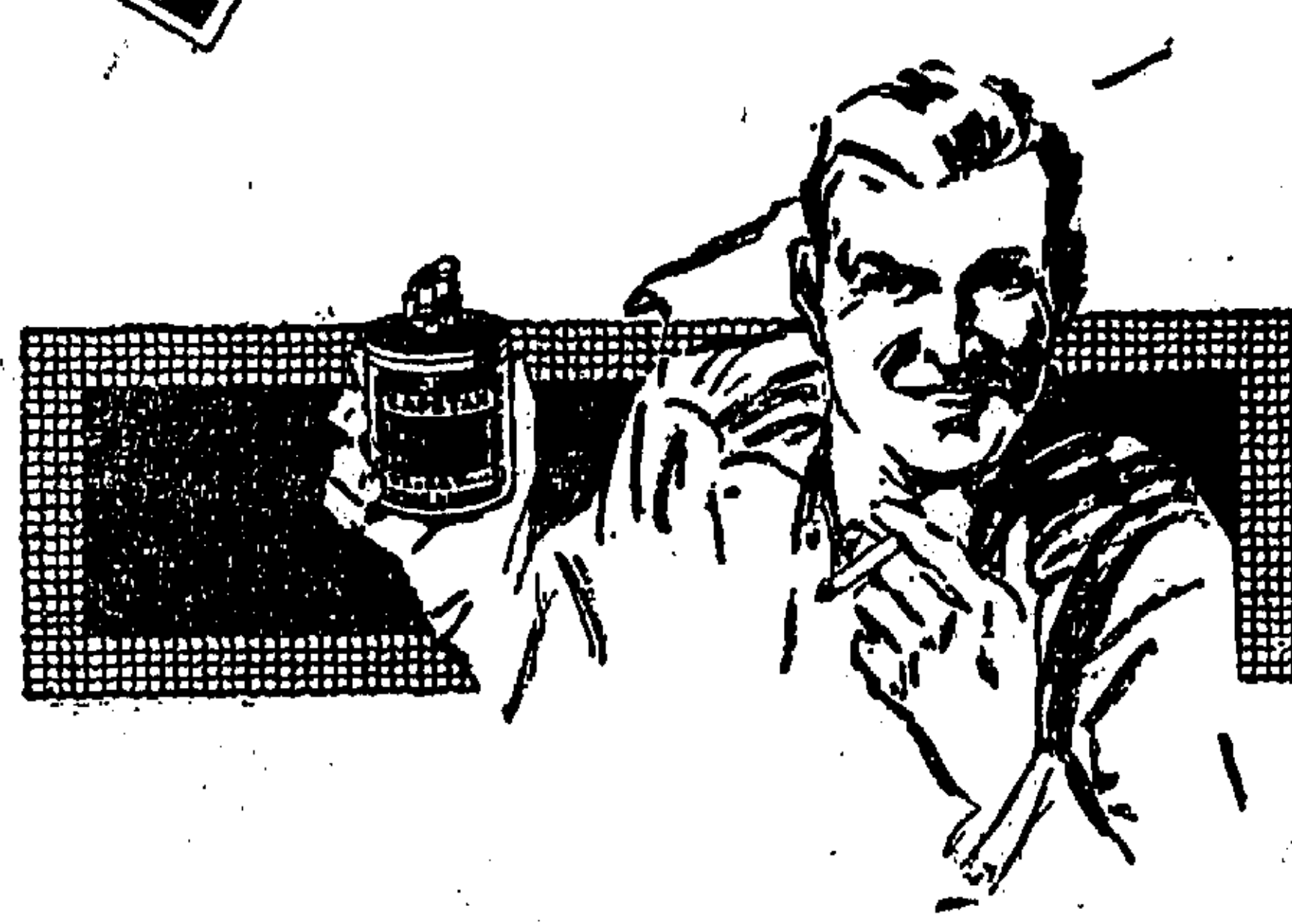
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(FLETCHER & CO., LTD.)

Asiatic Building.

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of the
Smoke



IS IN THE SMOKING.

TRY

CAPSTAN

THE ROMANCE OF ROMANCES!

from the
stage
play

AT THE

WORLD

Orchestra 5.00 & 9.30.

TO-DAY AND
TO-MORROW

Interpreter 2.30 & 7.15

MOVIELAND

The Week's Films At
A Glance

QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 & 9.20)

Today and Tomorrow, "The Air Circus," a thrilling drama of the air, with David Rollins, Arthur Lake and Sue Carol. Also, "The Samoan Dancers" in native song and dance numbers.

Tomorrow at 9.15 p.m. Recital by Mme. Galli Curci.

Today Only, "Skirts," Syd Chaplin's lively comedy, showing again in response to numerous requests. Also, "The Samoan Dancers" in native song and dance numbers. Patented Performances.

Wednesday to Saturday, "Four Sons," a superb production in an all star cast including George Fawcett, Roy D'Arcy, Tully Marshall, Josephine Crowell, Hughie Mack, Dale Fuller, Lon Poff and Estelle Clark. This excellent picture will be shown in the World Theatre during all performances to-day and to-morrow, at 2.30, 5.00, 7.15 and 9.30.

STAR THEATRE

At 5.30 and 9.20

Matinees At 2.30 Every
Saturday & Sunday

Today and Tomorrow, "West Point," a splendid action picture of a military training school. With William Haines and Joan Crawford. Also, "Nina et Jacques," popular dancers, in a complete change of programme.

Tuesday and Wednesday, "The Latest From Paris," Norma Shearer's excellent comedy-drama of love and business.

Thursday and Friday, "The King of Kings," Cecil B. de Mille's masterpiece. Showing at slightly increased prices.

Saturday and Sunday, "The King of Kings" at 2.30 and 5.30 only. At 9.15 p.m. The Banvard Musical Comedy Company in "Lido Lady."

WORLD THEATRE

(At 2.30, 5.15, 7.15 & 9.20)

Today and Tomorrow (Special Times, 2.30, 5.00, 7.15 and 9.30). — The famous production, "The Merry Widow," with Mae Murray and Roy D'Arcy. Tuesday and Wednesday, "Firemen, Save My Child," a hilarious comedy starring Wallace Berry and Raymond Hatton.

Thursday and Friday, "The Play Girl," a delightful story of romance in a big city, with Madge Bellamy and a large supporting cast.

Saturday and Sunday, "Wolf Fangs," a thrilling dog picture, starring the new canine marvel, "Thunder."

"THE COSSACKS"

Hair-growing preparations were in demand in the picture studios after "The Cossacks." John Gilbert's new Metro-Goldwyn-Mayer vehicle coming soon to the Queen's Theatre, was finished. For Ernest Torrence, Paul Hurst, and other actors in the play had their heads shaved, to enact Cossack fighters of the steppes. These men wear shaved heads in battle, and all except Gilbert underwent the treatment. Gilbert plays a bush-buckling Cossack soldier and Torrence his father, a Cossack chief, in the new story, a lurid adventure drama of the Turkish wars, with Lohoe Adoree as the heroine.

The Cinema Page

WILLIAM HAINES

Popular Star in Lively
Comedy

More than 1,200 cadets at West Point took part with William Haines in his splendid picture, "West Point," which will be the feature attraction at the Star Theatre to-day and to-morrow. The spectacular dress parade at West Point, drills and other details of cadet life are seen in a story of intimate life among the cadets with Haines as one of their number. The big thrill comes in a reproduction of the annual Army-Navy game, and is one of the most elaborately staged sequences in the picture, most of which was taken at the academy itself. Haines, with Joan Crawford, is the star of the picture.

"THE AIR CIRCUS"

A New Theme In
Movie Fare

QUEEN'S ATTRACTION

A pictorial gem, brand new in theme, and all that any film patron could ask for in the way of thrills and sterling entertainment, "The Air Circus" is the feature attraction to-day and to-morrow at the Queen's Theatre.

This Fox Film is superb entertainment. It takes the movie goer up in the clouds, makes him forget that he's looking at a screen, and gives the sensation of actual riding in a plane. More than 75 per cent. of the picture is made off the ground.

"THE MERRY WIDOW"

Famous Film At World
To-day

Although the story of "The Merry Widow" is a modern version of the famous stage play, the material necessary to transpose it visually is also based upon truth. The situations leading up to the familiar incidents of the romantic stage play are slight paraphrases of actual happenings that von Stroheim witnessed when he was an army officer attached to a Continental Court, and the characters are out of real life. Von Stroheim states that, in fact, he is familiar with the actual occurrence upon which Victor Leon and Lee Stien and Franz Lehar founded the book of the opera for the plot "The

ONE OF THE SCREEN'S TRUEST CLASSICS!

WILLIAM FOX

FOUR SONS

Presents



A super picture which will have a four day run commencing Wednesday at the Queen's.

ford, as his leading lady and a large cast, journeyed to West Point from the studios to film these scenes in the big production, as well as the scenes filmed on the Hudson River in which the famous steamer "The Witt Clinton" was used. The military details provide a stirring background for the romantic love story which the director unfolds in this instance with compelling power.

"Nina and Jacques, the popular dancing duo, will appear in a complete change of programme.

The theme of the story concerns two young men who leave their home in the country town to take up flying on the Pacific Coast. One, David Rollins, whose brother gave his life overseas to save the owner of the aviation school, where the boys go to study, from death by an enemy plane, logically should develop into a competent flyer for his interest centres in flying. However, he develops into a dud, so to speak, showing an ever growing fear of the air. The

(Continued at foot of Column 6.)

Merry Widow," who was in real life a beautiful girl.

Mae Murray as "The Merry Widow," and John Gilbert as Prince Danilo are co-starred in the picture. A brilliant cast appears in their support, including George Fawcett, Roy D'Arcy, Tully Marshall, Josephine Crowell, Edward Connelly, George Nichols, Hughie Mack, Dale Fuller, Lon Poff and Estelle Clark. This excellent picture will be shown in the World Theatre during all performances to-day and to-morrow, at 2.30, 5.00, 7.15 and 9.30.

BREATHLESS SPEED! DAREDEVIL THRILLS!

LOUISE DRESSER DAVID ROLLINS
SUE CAROL ARTHUR LAKE

Story by GRAHAM BAKER and ANDREW DENNISON

HOWARD HAWKS and LEW SEILER

A splendid action picture of youthful romance and daring in the air. No war scenes, but new thrills and new laughs in a new setting!

THE SAMOAN DANCERS

IN A REPERTOIRE OF NATIVE SONG AND DANCE NUMBERS
INCLUDING THE FAMOUS "SIVA SIVA" DANCE.

COMPLETE CHANGE OF PROGRAMME ON TUESDAY.

AT THE

QUEEN'S

TO-DAY AT 2.30, 5.10, 7.15 & 9.20.

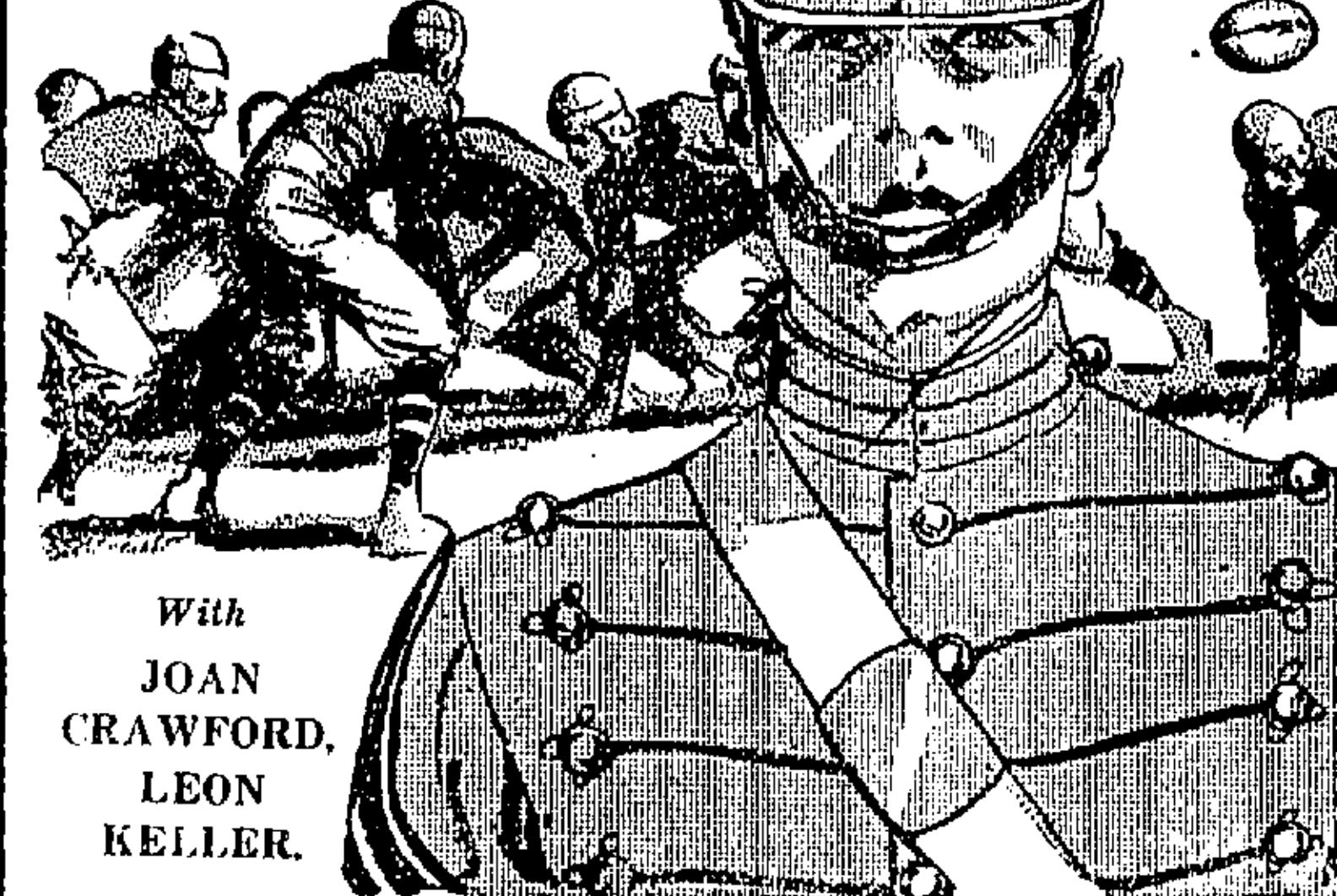
TO-MORROW AT 2.30, 5.10 & 7.15 only.

9.15—TO-MORROW, RECITAL, BY MME. GALLI CURCI.—9.15.

WILLIAM HAINES

THE popular star of "Brown of Harvard" and "Spring Fever" in another splendid comedy!

WEST POINT

With
JOAN
CRAWFORD,
LEON
KELLER.LAUGHS GALORE—WITH A ROMANTIC
LOVE STORY—AND A THRILL!ALSO POPULAR DANCERS
FINAL PERFORMANCES

NINA ET JACQUES

AT THE

STAR

TO-DAY AT 2.30, 5.30 & 9.20.
TO-MORROW AT 5.30 & 9.20.

"SKIRTS"

Showing Again At
Queen's

TUESDAY ONLY

"Skirts," Syd Chaplin's splendid comedy will be shown again at the Queen's, on Tuesday next for one day only. There is not one dull moment in "Skirts"—it is so crammed with laughs that there is hardly room for anything else. But, it does tell a story, which so many comedies fail to do. The wise cracks and the "gags" in this film are all built around the old theme, the husband enjoying a vacation from martial cares while his wife is away from home. The wife and his mother-in-law leave with Chaplin's frantic and funny help and return to find one of the most furious complications ever devised in full swing in the very parlour of their home. Between the departure and return of the wife there is a perfect stream of misadventures, ranging from the antics of a trick dog through Chaplin's famous stunt of female impersonation, a thrilling fight with a burglar, and the inadvertent entrance of the hero into a strange woman's bath room while she is in her bath.

"Skirts" is laugh medicine of the strongest brewing. It has every-

MUSICAL COMEDY

Return Season of Banvard
Company

The Banvard London Musical Comedy Company, after a highly successful season at Shanghai, returns to the Colony during the week and will play here for a few nights before leaving for India. The Company, which performed to crowded houses at the Star Theatre last month, will again make Kowloon the venue of the return stay. The first performance, "Lido Lady," will be given on Saturday, the 30th inst., at 9.15 p.m. "Lido Lady," which has not been seen in Hong Kong before will be repeated on Sunday.

thing which makes a comedy amusing and worthy of consideration. Our advice is—don't miss it this time, it's the greatest laugh treat since "Charley's Aunt."

FROM THE RANKS

Margaret Mann, the sixty year old Cinderella, who plays the stellar role in Fox Film's "Four Sons," was a humble extra for ten years before John Ford gave her her chance in this production. Her sensational performance of the part of the mother of the four sons brought her overnight fame and a long term contract to play stellar roles for Fox. Local audiences will have an opportunity of seeing her in "Four Sons" when this picture shows at the Queen's theatre for a four day run commencing next Wednesday.

(Continued from Column 4)

other lad, a daredevil, whose interest centres in sky travel rather than learning the mechanics of flying on the ground work, flies rings around Rollins, though they both have the same teacher—Sue Carol. Many really thrilling events occur before the final fade out. Patrons should note that there will be no movie performance to-morrow at 9.20 in the Queen's Theatre as Mme. Galli Curci's recital will be given at that time.

THE KING OF KINGS

Cecil B. de Mille's Great
Achievement

COMING TO STAR

Cecil B. de Mille's superb dramatic picture "The King of Kings" is to be shown again at the Star Theatre on Thursday and Friday next. "The King of Kings" has been heralded the world over as a notable film achievement. It demonstrates once more—in such a manner as has never been equalled—the magic of the motion picture, the genius of the camera, the dexterity of the scenic artists, the skill of the make-up department, the versatility of the wardrobe designers, the power of sympathetic understanding in the handling of a huge cast of players—players who are not merely playing in this case but feeling and believing their roles. Unquestionably, Cecil De Mille is the greatest mob director in the world. His are the most majestic screen adaptations of biblical history. Nothing like "The King of Kings" could ever have been given by the stage. Nothing like it could have been managed so tremendously, so lavishly, so beautifully and so splendidly for the screen without the knowing hand of De Mille. "The King of Kings" is a picture that all should see.

LOVE AND BUSINESS

Novel Film Backed For
Star

The place of love in business and of business in love is charmingly and entertainingly told in "The Latest From Paris," starring beautiful Norma Shearer, which will be screened on Tuesday and Wednesday at the Star.

It is a comedy drama, supplying Miss Shearer with one of those roles in which she excels, that of a scintillating, efficient, modern girl who bests man in his own profession and then succumbs to the lure of romance, proving her old-fashioned femininity after all. The story tells of a travelling saleswoman, the best on the road. None of her masculine rivals can match her success. Her personality is a mystery. All that is known about her is her name. She is especially hated by a handsome young man, who meets her on the Pullman, and mistaking her identity, falls in love. He tells her all about this dreaded rival of his, and then gets the shock of his life when he discovers who she really is. Love, however, eventually triumphs after a series of entertaining mishaps. Miss Shearer is supported by a notable cast, including Ralph Forbes as the leading man.

WORLD'S SMALLEST AUTO
USED BY MARION DAVIES

Marion Davies uses what is said to be the smallest automobile in the world in scenes for "The Cardboard Lover," her latest Metro-Goldwyn-Mayer starring vehicle coming soon to the Queen's.

The auto was designed by Cecil Holland, head make-up artist of the studio, and was built entirely by mechanics on the lot. Miss Davies purchased it to use in hurrying between her dressing room and the stage.

However, the first time she drove it to work Director Robert Z. Leonard declared it was just the thing for a scene in the picture, and the car forthwith became a movie prop for a sequence laid in front of a Monte Carlo hotel.



CHURCH SINGING

A Successful Community Service

Mr. Thomas P. Ratcliff conducted a community hymn service on February 10 at St. Luke's Parish Church, Chelsea, and the service



Cardinal Secretary of State Gasparri, who opposed the reopening of the 60 years' old controversy between the Holy See and the Italian Government.

was attended by the Mayor of Chelsea, Alderman C. R. Clapcott. Thirty members of the Church Army Choir attended and assisted in the singing.

Archdeacon Bowen, the rector, in the course of his sermon, said that the liturgy of the English Church was an abiding protest against the assumption put forward by various sects, that worship was merely the outpouring of religious emotion. It was the common and mistaken

assumption that words did not matter, provided the tune was good. This was responsible for the large number of nonsensical songs published every year. He regretted to say it was also responsible for the far too liberal assortment of poor and unworthy hymns in the average collection.

Divine worship, continued the preacher, was essentially a thing of mind as well as spirit, and praise should be intelligent as well as hearty. Good and well-rendered music that was not too elaborate or too long was appreciated by the average congregation, and good music in this connection meant music that was suitable. In parish churches like theirs the congregational element ought to predominate. The hymns were the property of the congregation and ought to be led by choir and organ with this fact always in view.

The value of public worship lay not in an undisciplined outpouring

STRANGE IDEA OF GOD

Attitude "Ruinous" To Britain

Canon W. H. Elliott, of St. Paul's, declared on February 12, at St. Michael's Cornhill, that the attitude, "I suppose I believe in God," was ruining Britain.

Many people, he said, had a strange idea of God as a great divine detective, always on the watch to catch people out. "If I had that idea of God I should not go to church," declared the canon. "I would rather curse God and die if I thought that."

The Christian ideal, he added, was not the anaemic, stained-glass window figure, who had no contact with life, beauty, sport, or wholesome amusement.

of emotion in the shape of slovenly vocalisation, but in the devotion and the zeal bestowed upon it.

After the service the Archdeacon said to a Press representative that the service was in every way wholesome and edifying. He had been for fifty years in orders in London, and he had always been a convinced and consistent advocate of congregational singing on lines like these.



HISTORIC DOCUMENT SIGNED.—The signing of the Lateran Treaty which restored temporal power to the Pope after 69 years. Cardinal Gasparri, the Papal Secretary of State, is signing the Treaty, while seated beside him is Signor Mussolini, who signed on behalf of the Italian Government.—(Sport and General).

CHURCH NOTICE

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.] Macdonnell Road, below Bowen Road Tram Station.

Sunday Service, 11.15 a.m. Subject:—"Matter".

The Sunday School is held on Sunday mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address, open:—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

IMPRESSIVE CEREMONY

Our Lady of Lourdes

Westminster Cathedral, London, was the scene of a great demonstration on February 11—the feast of Our Lady of Lourdes—when half an hour before the special service began every seat was full and the side aisles and chapels crowded. Here, amid the biting frost of our bleak northern climate, was a memory of the Pyrenees, bringing a vision of hot sunshine and blue skies and towering mountains, and the little town which draws thousands of people of all nations and tongues to it year by year.

The short service was all colour and music. Led by the same banners which accompanied them in the national pilgrimage to Lourdes, the long procession of Children of Mary, radiant in their blue cloaks and white veils, followed by the brandcarriers (stretcher bearers) and nurses, formed a fitting escort to the statue of the Virgin, surrounded by lilies, which was born aloft. The same note of warmth and sunshine was conveyed by the joyous note of the hymn to Our Lady sung in unison by the vast congregation, in which the organ was heard to full advantage.

The impressive ceremony concluded with the Benediction given by the Bishop of Brentwood.



NEW CONSIGNMENT

NOW is the opportune time for thrifty and fashion-wise women to select their entire hosiery wardrobe for Summer. Lovely quality silk stockings that were made to sell at a much higher price. Pointed heels, double sole and toe.

FLESH COLOUR all sizes.

YEE SANG FAT CO.

THE STORE THAT SAVES YOU MONEY.



CHURCHMEN'S DISCLAIMER

Dean Inge has said many provocative things in his time: he has a penchant for that kind of thing but he has gone out of his way to be cutting in views attributed to him in a book entitled "England". He has been quoted by Senator Robinson of Indiana: "If the British flag were hauled down in the North American Continent it is more than possible that the nations of Europe, enraged by the blatant prosperity and airs of superiority of the man who won the war, would combine to draw Skyles's teeth; and Great Britain, after losing Canada, would no longer have any motive to help a nation which in the circumstances supposed, would have finally forfeited its friendship."

Many eminent British Churchmen have joined together disclaiming these views. Senator Robinson, however, asserted that the Dean's remarks correctly interpreted the feelings of the great mass of English people. The Churchmen who sign the disclaimer write:—

"We wish to state that the passage quoted does not represent our views; and, in our opinion, does not represent the views of any considerable number of Englishmen."

Among the signatories are no less than those of fifteen Bishops.

B.B.C. and "The Listener"

The B.B.C. has come out well in its fight with the London Press over the production of its paper, "The Listener." The Postmaster-General who took up the cudgels on its behalf, has emerged from the arena slightly the worse for wear but the B.B.C. is practically unscathed. The truth is that Sir John Reith, Director-General of the B.B.C., completely bluffed the representatives of the newspaper and printing organisations who went to interview him in connection with the protest against the publication of the paper.

He has got his newspaper published, he can take as many advertisements as he likes, so as to make the publication pay its way—though this is given only "as evidence of its good will," and is in no way binding. And though the B.B.C. announces that it has "no intention" to publish books or

pamphlets not connected with the subject of broadcasting, there is apparently nothing to stop it doing so, either with or without camouflage. Indeed, the B.B.C. stresses its contention that the Royal Charter gives it "comprehensive powers" in respect to publishing.

In brief, that is the result of the protest, with which the representatives of the various protesting organisations appear to be satisfied. What less they could have got it is not easy to tell.

Naturally, the Socialists are pleased with the result. The Government, which is supposed to be anti-Socialist, has come in and started a business competitive with the private trader, who has to pay income-tax, while they pay none.

As to the various "intentions" of the B.B.C. they can naturally be made to depend on circumstances, and as circumstances change, so can intentions.

Cold Victoria

Sir Ellis Hume Williams, K.C., M.P., has been writing to the "Times"—and he is exceedingly wrathful. Like another eminent Parliamentarian he has fallen foul of the Customs formalities at Victoria and in his letter he described the conditions as "perfectly scandalous."

Not in the letter, but elsewhere, he said:—"One gets out of what is frequently an overheated train and steps on to this frigid platform and has to wait perhaps twenty or thirty minutes for the Customs to allow one to take possession of one's luggage."

"It is even worse for those who come from Folkestone. After being battered about in those little ships, they have to wait at Folkestone while their hand baggage is examined by the Customs. Then they get into heated compartments and are baked on the way up to town."

"After this they are thoroughly chilled by a long wait, such as I had, on Victoria Station while their big luggage is passed by the Customs."

The rumour that the Southern Railway is calling an emergency meeting of its shareholders to enquire into these allegations is unfounded.

Blue Blood and Poverty

No one, not even the poorest among us, should be surprised to receive a genuine intimation that one is a descendant of a member of the ancient Order of the Garter. True, the pleasure derived from this information will be tempered by the knowledge that with it will come an invitation to subscribe to the repair of the Chapel at Windsor of the Order, but the measure of one's "sub" can always be ordered by the depth of one's pocket.

The scheme which has such possibilities is to enable as many descendants as possible of the Order to participate in the fund of £50,000 required, in addition to the £50,000 given by Lord Woolavington for the repair and equipment of the chapel.

The task of tracing descendants of members of the Order is proving a very difficult one. Those in charge of the scheme work from reference books, documents in the British Museum, and any definite information which is available.

In some six months between 5,000 and 6,000 people have been located. It is estimated that the living descendants must number between 50,000 and 100,000.

Many of those already found have been discovered in poverty-stricken circumstances.

Traffic Ills

The suggestion has been made to the Royal Commission on Transport that a ban on private motor-cars in the centre of cities would help to remove congestion.

Although the aim is excellent enough, to adopt such a suggestion would savour over much of killing to cure. Moreover, it is highly improbable that to ban private cars would prevent congestion, as public vehicles would, of necessity, take their place.

In New York there are three stages of a journey to town; (1) By private car to the suburbs; (2) By taxicab to the business or theatre district; (3) On foot to the particular destination. Each change involves delay.

Traffic reform must come along lines of development, not of restriction. What is required is more movement and fewer "blocks." The man who can evolve a scheme which will achieve this will have solved London's traffic ills.

Judge Crawford

We have a little pastime in England known as "Crawford, day by day." Judge Crawford, who presides at the Edmonton County Court provides the material and all we have to do is to laugh.

His great forte is economy. According to him no man drawing £1,500 a year can afford to run a car. On debtors he is very severe.

On entering the court the other day he wrapped round himself a magnificent fur-lined overcoat with an astrachan collar. The fact was duly noted. It was recalled too that the Judge had once remarked that £4 was a preposterous sum to pay for clothing for a girl of eight. His own clothes, he then added magnificently, would not fetch that sum.

The Judge has now received a letter from the North of England offering him £4 for his fur-lined coat.

The offer is to be ignored.

A Cold and Unhealthy Winter

We shall all of us be unfeignedly thankful when the present winter ends. In the point of cold and sickness it has broken all records, and we have now had substantial 40 days of really hard winter. We have had two separate epidemics of influenza, and it is said

that the second is worst than the first. If we had more winters of this nature, we should have to go in for central heating, like other nations of the world.

The cold has given a great boom to the mining industry, which very badly needed it, but all depends upon whether our traders can hold the new markets they are acquiring through the failure of many Continental nations to work their mines at all owing to the weather. Of course, as is always the case, there is some hitch in any trade boom of this nature. It is impossible to buy coal in London, except at the rate of 50s. per ton for kitchen coal, as against 25s. delivered in the colliery districts. The reason would seem to be that the coal merchants are unable to handle the stocks delivered at the railway sidings, which are full up with loaded trucks. Already many collieries are complaining that they cannot get trucks to carry the supplies which have been ordered.

London still is being visited by the bursting of water and gas mains, and it is remarkable what a large number of people have lost their lives by being accidentally gassed. A family of five were wiped out at Eastbourne, and in other places there have been instances where two and three people have succumbed. No one knows why these mains burst or why the gas escapes, and we shall undoubtedly have to make an inquiry into what is a rather ominous aspect of modern life.

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Women Need

WINGARNIS "The Wine of Life"

WINGARNIS restores the vitality of which the system is robbed by the ailments peculiar to women. It is a tonic, restorative, blood maker and nerve food all in one. It builds up strength and vitality and is particularly valuable as a recuperative before and after child-birth.

If you are 'not up to the mark' order a bottle of Wingarnis now. Remember, more than 18,000 Medical men recommend it.

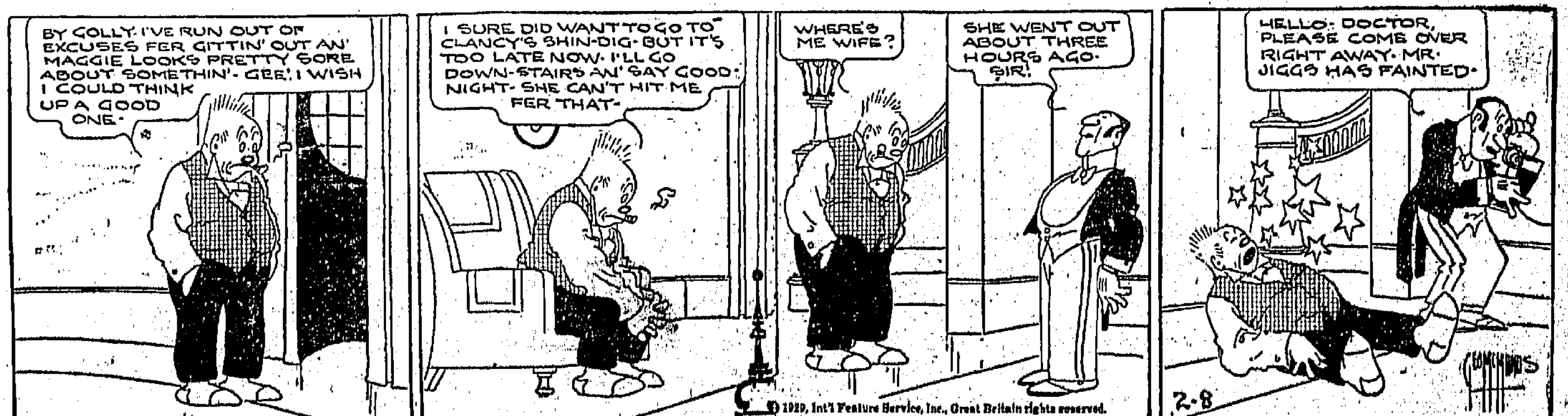


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OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

Frozen Radiators

Many motor garages in London were kept busy on the night of February 11 as a consequence of the severe cold. The radiators of standing cars, despite protective measures, were found frozen up; many even froze up as the cars were running. In some cases cracked radiators and cracked cylinders were reported. Where possible cars standing in garages were kept under close observation, and there was an exceptional demand for hot water. This remedy was not always efficacious, as some radiators thawed out and replenished with hot water were frozen up again very soon after the car had started its run.

Dangerous Motor-car Driving

The Select Committee of the House of Lords appointed to consider the Road Vehicles Regulation Bill, introduced by Viscount Cecil of Chelwood, and to take evidence relative to motor-car accidents and penalties in connection therewith, met on February 12. Public representatives, including members of the Federation of British Industries, attended, but the initial proceedings were held in private. The Earl of Wemyss was appointed chairman.

Art and Petrol

As the Home Secretary has appointed a committee to consider, among other things, the exhibition of advertisements on petrol filling stations, the Royal Institute of British Architects are arranging a competition for a design for a sign to denote these stations. Through Sir Lionel Earle a sum of £100 has been provided for prizes, of which £50 will be given to the author of the selected design. The sign should be sufficiently conspicuous to be seen by an approaching motorist from a distance of not less than fifty yards, and it is suggested that there should be left for symbols to indicate additional services provided, and for the names of local petrol sales.

Taxes on Motors

The Automobile Association is urging upon the Government the necessity for a substantial reduction in the taxation of motor vehicles, in accordance with the policy outlined by Mr. Stenon Cooke, secretary, Automobile Association, in his recent evidence before the Royal Commission on Transport. The Association contends (a) that the owners of motor vehicles are excessively taxed, not only for road costs, but also for general revenue—e.g., being required to provide the bulk of the money needed for the de-rating scheme; (b) that the system of paying for roads out of income is fundamentally unsound; and (c) that in the public interest a drastic alteration in the present methods of road finance is imperative. Coupled with this, the Association strongly recommends the adoption of a national road programme, embracing the construction of new trunk roads and the widening of many of the present traffic arteries, all such new works to be financed on a basis which would spread the cost over future years.

Holiday Preparations

Before setting out on a holiday tour the owner-driver who has any sense of responsibility for himself, his car, and his passengers will make a complete examination of the engine and all working parts. Tyres and tubes should be tested for pressure and covers examined for signs of wear. The spare tyre should be put in good order. In the case of a car the plugs of which have run 15,000 miles or so, a new set is a good investment. Plugs, of course, will run very much farther, but it may prove false economy to work them beyond their makers' expectation. The magneto also should be remagnetised when it has reached the limit of its endurance. The battery should be tested with a hydrometer and the electric bulbs replaced if necessary. On commencing the journey the engine should not be driven too hard until it has warmed up. The battery should be rested occasionally and the starting handle used. Adequate distilled water should be placed in the battery.

This Motor Age

The remarkable increase of traffic passing Doncaster's busiest point, on the Great North Road, is shown by a report by the Chief Constable. On a recent ordinary day, he states, 11,400 motor vehicles passed this point in twelve hours, compared with 7,700 on a comparable day three years ago.

Australia's Imports

Imports of motor-cars in December show that British vehicles did not continue their previous tendency to recover trade in the Australian market. The imports of British chassis were 666 and the percentage 7, the lowest in six months, as compared with 6,221 from the United States, percentage 68, and 2,217 from Canada, percentage 24. The totals for the six months were 48,396 and the value £4,222,400, the United Kingdom sending 4,567 (9 per cent.), value £72,500, the United States 35,086 (72 per cent.), value £2,962,400, and Canada 8,572 (18 per cent.), value £552,800. As the total imports of motor-cars increased considerably in the last three months of 1928 as compared with the previous three, it is disappointing not to find British cars following the same tendency.

"Safety First"

A "safety first" propaganda week is to be instituted in Germany, with the object of educating the public against carelessness in the street. Some 24,000 lives are lost by accident every year, costing the insurance companies over £24,000,000.

Trains and Omnibuses

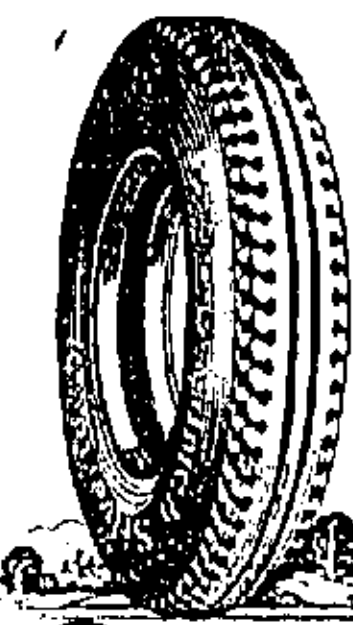
The Pennsylvania Railroad, one of the largest systems in the United States, finding its receipts diminished by cut-throat competition from the motor-omnibus services, has now made arrangements with the omnibus companies for a complete co-ordination of railway and omnibus services in the territory served by the system.

Tours By Motor Lorry

Theatrical managers, with touring companies "on the road" are considering the withdrawal of much of their transport business from the railways, which have refused to make any concessions in the rates charged for scenery and properties. They have been experimenting with motor transport, and if it proves satisfactory will utilize it largely in future. It is pointed out that instead of loading and unloading four times in every town in and out, theatrical companies really "on the road" could take their scenery from a stage door in, say, Bournemouth, straight to Aberdeen. A recent deputation of the Theatrical Managers' Association stated to the railway authorities that the profit derived from a week's performances was often entirely absorbed by the cost of railway fares.

A mighty tough test of

Goodrich Silvertowns



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"Best in the Long Run"

Public buses can show you the facts about GOODRICH SILVERTOWNS. They give—

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Carrying a Funnel

Useful as it may be to carry a small petrol funnel on the car, many owners do not do so on account of the difficulty of accommodating one in the tool locker. An excellent plan is to clip the funnel to the front of the dashboard, where it is not likely to be damaged and will be quite out of the way until wanted. A strip of sheet metal should be soldered on

to the edge of the funnel and bent over. A second metal strip may then be bent to receive the first and secured to the dash, whilst a short leather strap, also attached by means of screws, should be arranged to accommodate the nozzle of the funnel. The idea is quite simple to carry out, and the materials needed are usually to be found lying about in the average private owner's garage.

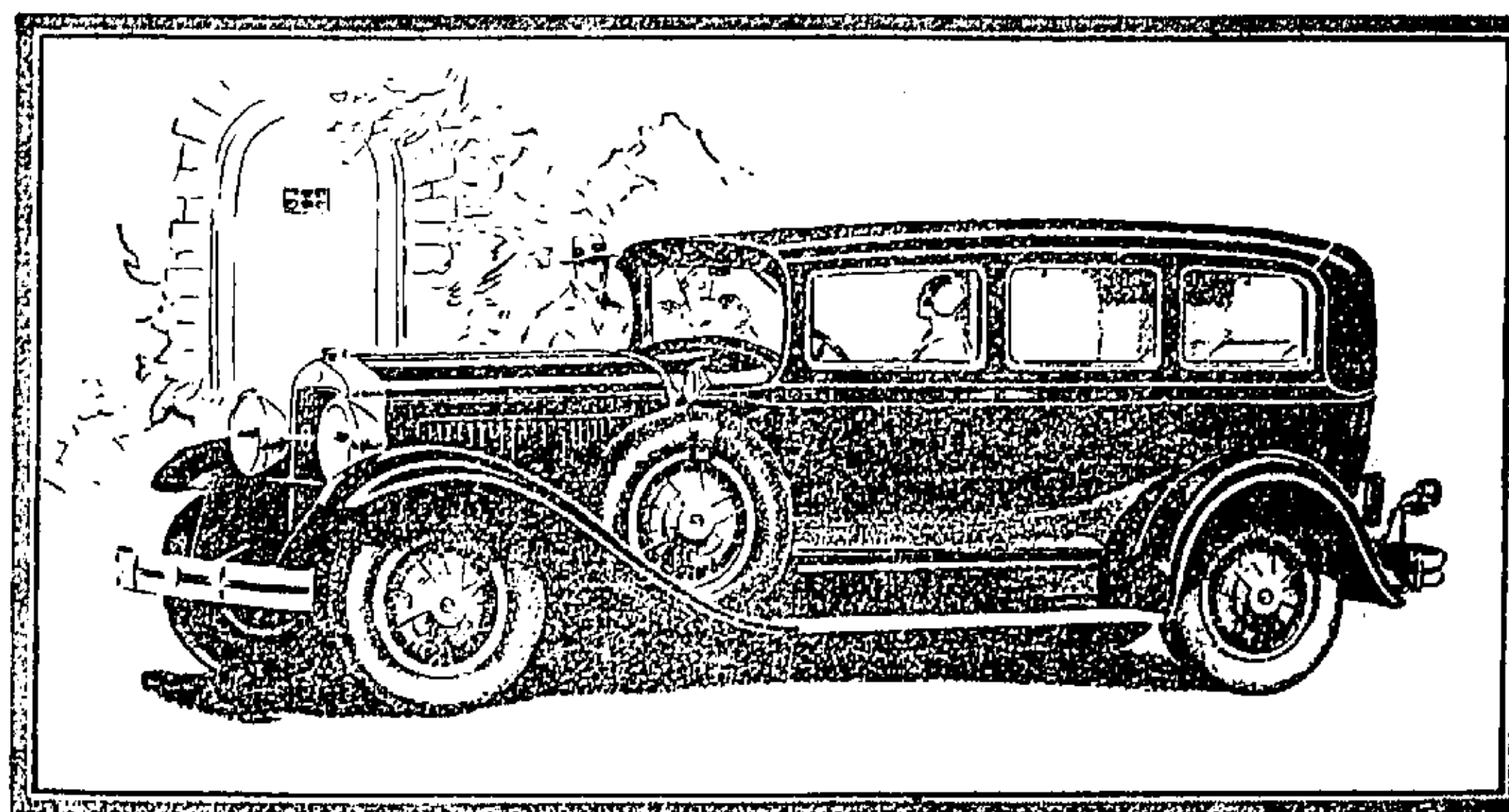
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PRESIDENT EIGHT



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STUDEBAKER announces a surpassing achievement—a new and finer world champion President Eight! A motor car which, in riding ease, roadability and good manners, is not excelled by any car at any price. A motor car priced in a range where such performance, such luxury, such beauty of coachcraft and colour, have never sold before!

The new President Eight is even more powerful than its worthy predecessor which traveled 30,000 miles in 26,326 consecutive minutes.

Studebaker's Four Lines

[Studebaker builds four great lines of cars—The President Eight (40,000 miles in 26,326 minutes); The Commander (23,000 miles in 22,940 minutes); The Director (20,000 miles in 17,151 minutes); The Linkage (10,000 miles in 9,944 minutes). Each is backed by Studebaker's 12-year guarantee.]

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This new President Eight is as near to a perfect motor car mechanically as champion-builders can make it. It holds 126 official American stock car speed and endurance records, 11 world records and 23 international records. It is a large car—but not bulky. It is a genuinely beautiful car—a smart car—with good taste in every line and ffitment. It is a fast car, and enduring—proved beyond question. Its many new features and its comforts await your appraisal. Drive this world champion car!

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Greatest of Eights
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115 horsepower motor!
ball bearing spring shackles!
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LOST POWER

Valve Mechanism And "Surge"

H. Thornton Rutter writes in the London "Daily Telegraph":—At this season of the year motorists are apt to complain that their engines do not "pull" as well as they did during the summer, and most put this down to the cold weather. It is also frequently found that, although the valves have been ground in recently, noises announce themselves to the ear of the driver.

In regard to the latter complaint, it is interesting to know that automobile engineers have recognised that valve-springs for poppet-valved engines come into resonance, and vibrate freely in their natural periods at certain speeds within their working range. This state of affairs has been styled "surge," and "surge-points" can be detected by the eye, as the spring has a blurred appearance, while the car hears the vibrating tones. If the valve mechanism has developed faults it will usually be found that the loss of power, breakage, and wear of the parts, together with noise, will occur.

For instance, valve-bouncing will affect power, as it may bring about a late closing or even a re-opening of the exhaust valve, which causes a serious overlapping with the inlet. Further, this fault can equally affect the inlet valve, which will result in some of the charge of new gas mixture being backed out. In either case loss of power results. Breakage and wear of the parts can also be caused by valve-bouncing and by the "surge" of the springs. Bouncing usually causes high valve-closing velocity and heavy impact on the seating, resulting in wear to seating and valve.

To prevent such happenings, the motor engineer endeavours to balance the spring force as related to speed and weight of the moving parts, the rigidity of the parts, the cam contour, and the design of the spring.

Remedy for Spring Troubles

With the higher revolutions of the modern engine spring troubles have considerably increased, and special investigation has been made to discover faults and remedies. In this connection an electrical telemeter has been devised to discover the cause of spring-vibrations or "surge." By this means it has been ascertained that low-frequency springs are to be avoided, because at engine speeds within the ordinary driving range the springs are excited by the lower order of harmonics of the complete valve-lift curve,

and are apt to create noise. On the other hand, high-frequency springs are to be desired, because within the same driving range the resonance points are due to the influence of the higher harmonics, which usually have much less amplitude, and are, therefore, less noisy than the lower harmonics. Springs having a continuously variable pitch are most valuable in minimising the effect of "surge."

In order to produce this state of affairs, it is important that a few of the active coils of the spring should close up solid when the valve is open. Therefore, if an engine suffers from "harmonic-playing" valve-springs, the absence of this closing should be remedied by changing the spring for one that does close upon one or two of its coils in action. The effect of the change in the number of active coils is to alter the frequency of the spring continuously throughout the lift of the valve. This prevents it "surging" on one note.

CARS IN AFRICA

A Trading Opportunity For Britons

Sir William Lettis, president of the Motor Trades Association, arrived at Southampton from Cape Town on February 11 after his first visit to South Africa, where he went to study the motor-car situation at first hand. "There is a wonderful future," he said, "for the motor-car industry there. South Africa to-day, in my opinion, is in a very prosperous condition. Everybody is optimistic, and I think they are entitled to be. There is no motor-car manufacturing out there, but two well-known firms are assembling cars at Port Elizabeth. One purpose of my visit was to study the possibility of my firm putting up assembling plant, but at the moment I cannot say more about that."

Cars are selling in South Africa in large and increasing numbers. In my opinion, too, there is certainly going to be big business in commercial vehicles. The roads are not half as bad as one might be led to believe, and I am sure the country will soon open up for commercial traffic as other countries have done.

Sir William, in reply to a question as to whether he thought the British manufacturers would be likely to secure the bulk of the motor-car trade in South Africa, said, "I would not say that, but there is no reason at all why the British manufacturer should not get a big volume of that business."

LIFTING SIMPLIFIED

New Four-Wheel Jack

A new system for the "jacking-up" of motor vehicles was demonstrated at the Savoy Hotel, London, on February 8. The "Jackall," as the invention is called, is a four-wheel hydraulic device by means of which any or all of the wheels of a car can be automatically raised from the ground, individually in 12sec., on all four in less than 2min.

The mechanism consists of four small telescopic feet, permanently fitted close to the wheels on both axles. The control is contained in a small box situated on the running board. In the control box is a dial, the position of which is set to a number indicating the wheel it is desired to raise. A pump is then operated by means of a short detachable handle, and the jack indicated by the position descends to the road surface. To lower the car the pointer is turned to the "release" position, when the jack slowly closes up.

A similar jack has also been evolved for use on commercial vehicles. This system is, however, worked off the engine, without requiring the manipulation of a lever, and enables the heaviest of vehicles, together with its load, to be lifted in a few seconds. Such a jack, it is claimed, would be a great benefit in the case of six-wheeled vehicles, and for jacking those with solid tyres out of soft ground.

The patent rights of the "Jackall" throughout the British Empire, excluding Canada, have been acquired by Fourwheel Jacks, Ltd.

BRITISH CAR'S FEAT

Yet another testimony to the hardihood and ability of British-made cars to stand up to the most arduous tests is afforded by the experience in Africa of an official of the Forestry Departments of Kenya and Nigeria, who has recently returned to Great Britain. In the course of his duties he travelled over 10,000 miles by car and gives it as his firm belief that the British car, based on his practical experience can be relied upon to give satisfactory service under the most strenuous conditions.

The British manufacturer is getting into his stride so far as the export business is concerned. In the past he has been very much handicapped.

ROAD MANNERS

Drivers Should Be—Organists!

By their driving ye shall know them. Or ye shall not know them. There ought to be some connection between driving ability and general ability, between good manners on the road and good manners everywhere else, but, so far as my own observations have gone, there is none, writes the "Evening News" Motoring Correspondent.

There was once a school of thought in Big Business which had a theory that the way to choose a new Head of a Department was to study his behaviour during a round of golf. What happened if the candidate did not play at all, or was a member of the Walker Cup team, I do not know.

But recently I heard a suggestion that a man's way of driving a car would tell you at least as much about his character as a round of golf with him.

Probably this is perfectly true; it would tell you whether he was heavy-handed or neat in his movements, whether, in fact, he was a good driver or a bad one.

But because he overtakes the car ahead on a blind corner with an inch to spare nobody has any right to believe him the sort of person who would dash in and corner the world's tin-tack market one morning on his own responsibility.

Various Types

Off-hand I can only think of two drivers who have seemed to me, sitting miserably beside them, conspicuously reckless. One was an artist, the other an actor who specialises in villain's parts.

One of the speediest and most enthusiastic motor-cyclists of my acquaintance has written authoritative books about Einstein's theory. Perhaps miles per hour are his concrete idea of four dimensions and the spatio-temporal interval.

It is not even true that the people who are fond of driving are good drivers, or that good drivers are fond of driving, though it is partly true. Nor are professional drivers either good, or bad, as a class.

London bus drivers are almost without exception, magnificent. A number of taxi-drivers are amazingly bad, not merely rude or dangerous, but wildly inefficient. Most of these are oldish men who started with horse cabs and have a natural loathing and contempt for machinery; they never wanted to drive cars, and it is a thousand pities that necessity forced them to earn their living by it and (Continued on Next Column.)

29978



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MOST MILES PER DOLLAR.

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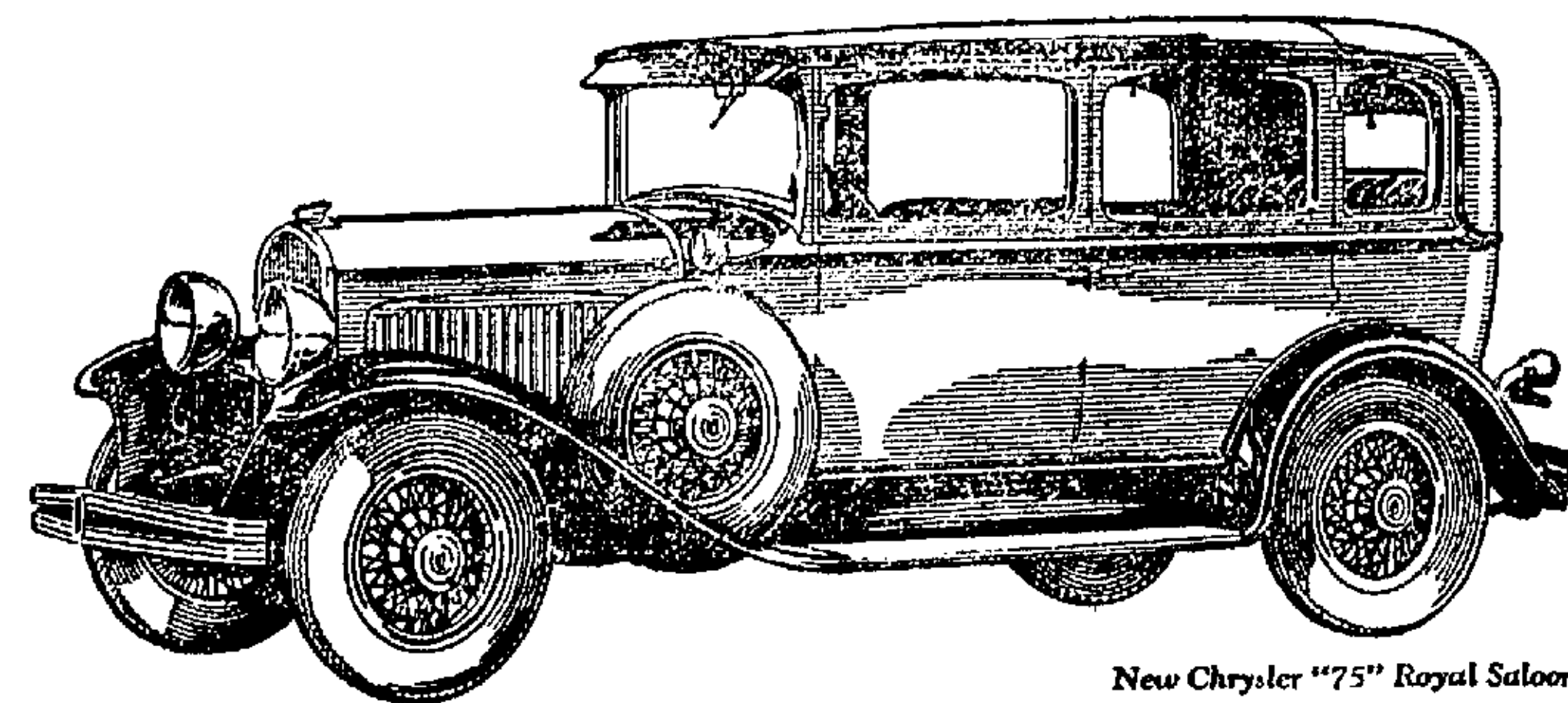
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CHRYSLER

CHRYSLER—with the new style that restyles all motor cars—is today more than ever the leader of the industry.

The new Chryslers are not only individual and unique—they are original, owing nothing to design offered by other designers and manufacturers here or abroad.

They are graceful and pleasing—the natural development of the principle of dynamic symmetry instituted in the first Chrysler—providing ample room and comfort without oversize and bulk.

In power, acceleration, safety and ease of control, today's Chryslers excel even the earlier Chryslers. The years have proved the dependability and long life which Chrysler Standardised Quality gives.

Not even for more money, can you equal elsewhere the things the new Chryslers give. Chrysler's largest production is taxed to supply the universal demand for Chrysler's superior quality and value.

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simultaneously earn opprobrium for a class that contains far more excellent drivers than we London motorists are accustomed to admit.

Professional Chauffeur

As for the professional chauffeur, he is a little liable to be a Jekyll when his master is riding in the car and a Hyde when he isn't. At least he knows his business, but there is an exception to every rule. In this case it is a Belgian chauffeur, a clumsy and inarticulate driver who, with all his faults, prided himself on the year's work without an accident of any kind.

This man had the bonnet of his car open one day when the engine was ticking over.

He put his finger on one of the sparking plugs, leapt back in obvious amazement, and exclaimed: "Oh! I got a shock." My own

eyes and ears witnessed this performance.

Most racing drivers set a marvellous example of carefulness, and considerations on the road.

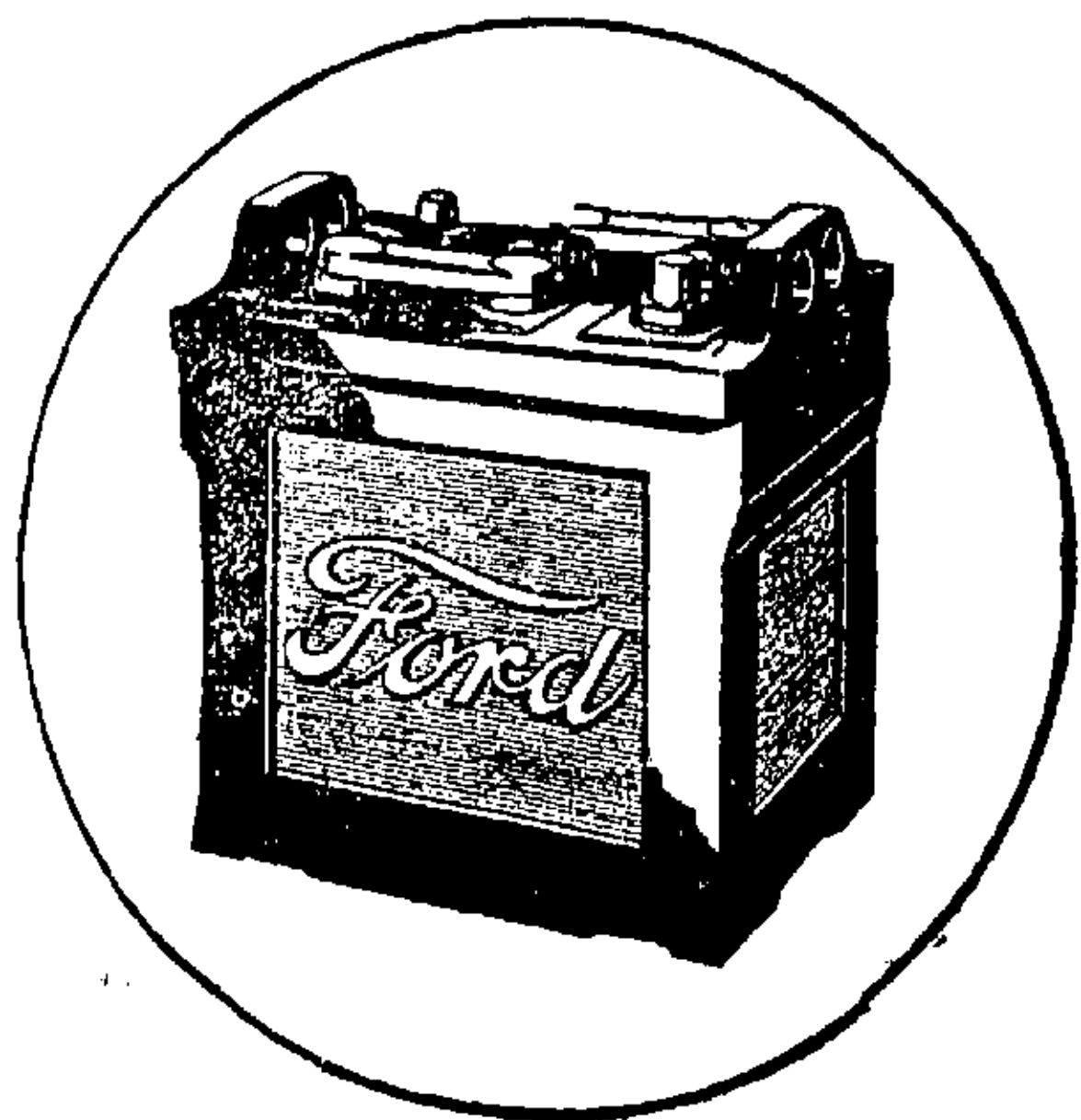
On the other hand, I could show you the remains of a tree a few hundred yards from Weybridge station. A well-known Brookland driver took the corner in front of it about three times as fast as the laws of dynamics and the road's co-efficient of friction permit, and hit it tail first at over 60-m.p.h. The same driver overtook me once at about 60-m.p.h., downhill, in the dark, right on his wrong side of the bend in Roehampton-lane opposite the Convent, when the road was crowded with traffic.

There is some connection between driving manners and professions, according to the insurance companies, who ought to know. Jockeys, undergraduates,

licensed victuallers, and R.A.F. officers are professions on their black list of "bad risks." On the other hand, I never heard of any company which offered specially favourable terms to undertakers and artist's models, who might be expected to have in their minds a fairly constant fear of death or disfigurement.

If there is any profession which ought to be of great technical assistance in driving a car it is playing the organ. Organists are practised in the skilled co-ordination of different simultaneous movements of hand and foot, and they must be assumed to have a good ear for music, which is unquestionably a great help in the exact timing of gear changes. But I never heard of an organist winning the Targa Florio or even a gold medal in the London-Edinburgh run.

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NEW LOW PRICE

\$21.25

AN ENTIRELY NEW STANDARD OF BATTERY VALUE
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QUICK STARTING! RELIABLE PERFORMANCE! LONG LIFE!

THESE are three reasons why Ford batteries assure dependable service the year round.

THEY are also reasons why a new genuine Ford 13-plate battery in your car will save you money and serve you better.

COME in to-day and let us put one of these full powered batteries in your car—you will be delighted with its performance.

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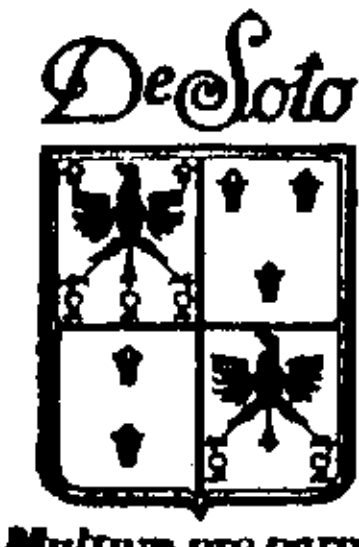
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P.S. Ford batteries may be used in many other makes of cars and are excellent for radio purposes.

It's here.... the new six that has taken the world by storm



New De Soto Six Features

Chrysler-designed engine, with "Silver Dome" high compression, using any grade petrol.

Smoothness and quietness of operation at every speed on the speedometer.

Performance brilliancy, flashing getaway, astonishing power and pickup with marked economy of petrol and oil.

Rubber insulation of engine, new-type invar strut pistons, new-type crankcase ventilator, etc.

Four-wheel hydraulic internal brakes with moulded brakes lining, giving instant and squeakless stopping in any weather.

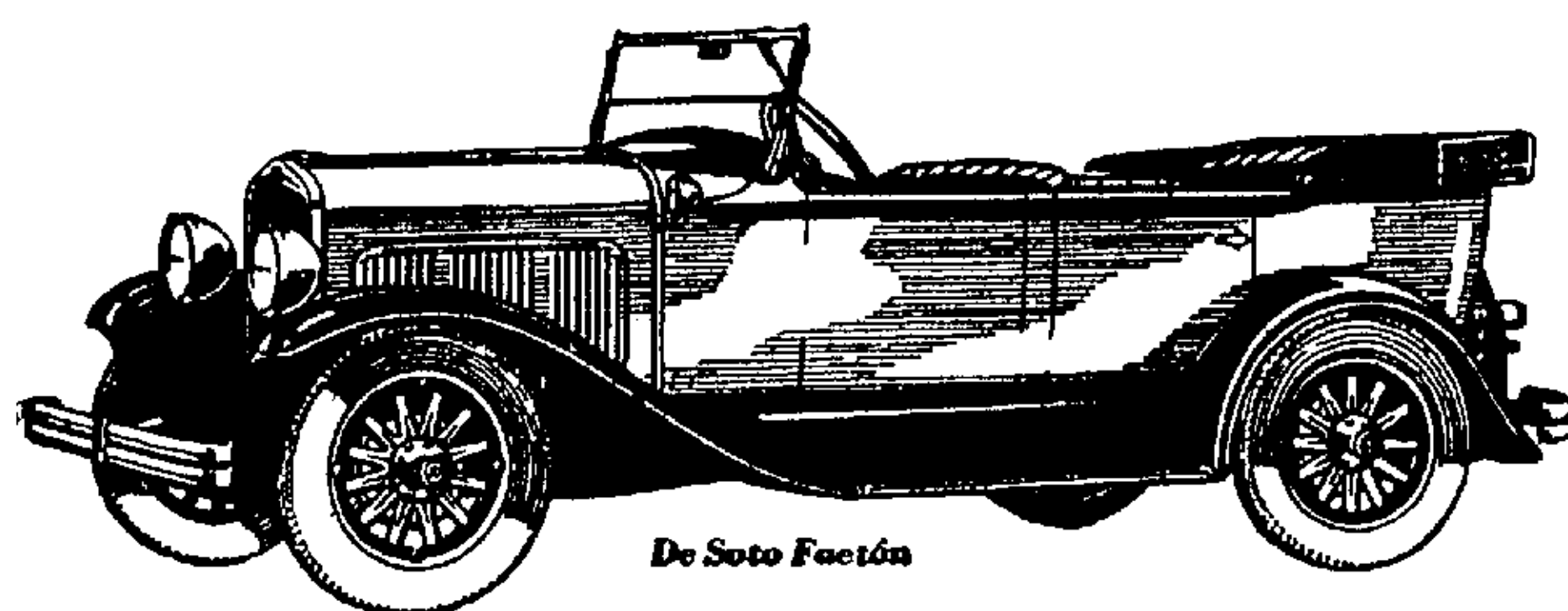
Slender-profile radiator, new bowl-type lamps, with beautiful cowl lamps and cowl bar, all chromium plated.

Riding qualities from long resilient springs and hydraulic shock absorbers, front and rear.

Roominess in the long low-bung bodies, seating five adults with a surplus of comfort.

Richness of interior appointments, with high grade mohair for closed cars and genuine leather, plaid and cloth for open models.

Arched windows, pillbox-type new motor, and new low chain-drive gears, etc.



See this new Chrysler-built Six—today the most talked about Six in the world. Drive it—take nobody's judgment but your own about its new performance abilities, its new standards for style and quality in the low-priced six-cylinder field. You're bound to rate it the world's premier automobile value.

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13,667	8,352*	12,017*	14,780*	16,858
15,532	10,761*	8,553*	14,730*	13,355*
15,120	8,082*	7,785*	14,320	13,303
14,635*	8,732*	11,798*	13,950*	15,083
13,500*	8,836*	9,867*	14,150*	15,051
11,900*	9,315*	8,665*	15,870	15,035
12,355*	7,02*	10,294*	12,900*	17,870
11,680*	10,784*	9,910*	14,650*	12,671
11,680*	8,476*	10,332*	13,250*	13,944
12,730*	8,177*	8,909*	16,300	11,962

Tyres marked* are still running

Evidence on such an extensive scale as this, covering so many tyres, must show the real truth!

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TAXICORDS

for longer mileage!

DUNLOP RUBBER Co. (China,) Ltd.

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EXPERT VIEWS

Spark Plugs In Chevrolets

W.L.W. writes:—"I would like you to clear up a little argument that has risen with my friends in reference to ignition clearances on a 1926 Chevrolet car. I claim that the car will idle better with a spark plug setting of .028 of an inch than with an opening of .018 in. That is, of course, presuming that the ignition, compression, and carburettor are O.K. Is it not the theory of plug and breaker point setting that widening the gap of either will correct missing at low speeds, and closing up the gap will correct missing at high speeds?"

In general you are correct all the way through. The recommended setting of the spark plugs in Chevrolet cars is .028 to .030 of an inch; a closer setting will result in less satisfactory idling than the wider setting. Closing up the gap will not always correct missing at high speeds; you will recognise, of course, that there are many conditions which may exist to cause missing at high speed, which could not be corrected by merely reducing the plug or breaker point gap. When running with an open throttle your compression will be higher than when running with a closed or partially closed throttle, except at extremely high speed. Naturally, it is more difficult for the spark to jump under such conditions. Also, at high speed the spark coil has less time in which to build up to its full voltage, and consequently, the spark is not quite so strong. These two conditions unite to bear out your contention that operation is better at high speeds, when the breaker and plug points are set a little closer than usual. Setting the breaker points closer than usual increases the length of time that the points are closed, and decreases the time that they are open. At high speed this is very desirable, because fast operation reduces the length of time that the coil has for building up.

Knock in a Dodge

"Four" writes:—"I have a four-cylinder Dodge car that has now done many thousands of miles. Recently I had this car overhauled, block reground, and fitted with oversize pistons. On assembly the engine ran beautifully for about 500 miles, but after that it developed a very bad spark knock on hills. I cleaned out the carbon, and re-seated the valves, but this did not seem to relieve the position at all. Then I tried installing an extra cylinder head gasket, thinking that the extra size of the bore had increased the compression ratio too much. This also has had no effect. If I retard the ignition enough to stop the knock the engine becomes very sluggish, and will not run at all well. I might also add that the engine runs very hot. It acts as though the circulation was partly stopped. Could this condition be causing the knock?"

Poor circulation or radiation could quite easily cause the knock. Detonation is caused not alone by high pressure, but also by high temperatures. In view of the fact that your engine has been in service for some time, I think it is very likely that the interior of the water jackets is coated with a lime deposit. This lime deposit would act as an insulator, and prevent the heat from the combustion chamber being carried away by the water as it should. You can remove this lime deposit by taking off the radiator and covering the lower inlet to the engine with a sheet of rubber cut from an old tube. Then into the upper connection of the engine pour a solution of muriatic acid and water, using one pint of acid to the gallon of water. It might be as well to check and see what quantity of water the engine will hold before putting in any of the acid. With this solution in the cooling system, start the engine, and run it until it becomes very hot, but do not bring it to boiling point. Then let it stand until practically cooled off, and then bring it to near boiling point again. Repeat this two or three times. Then remove the rubber stop from the lower outlet, and permit the solution to flush out. Then with water, preferably under pressure, flush out the cylinder block and head. The reason for disconnecting the radiator is that the acid solution may attack part of the construction and cause leaks. The solution is used by some repair shops for removing lime from radiators, but has to be used very carefully or the radiator will become damaged. In giving you this suggestion for the use of the acid, we presume that you have already tried washing out the system with washing soda and water. If you have not tried soda first, as the washing soda is very effectual in removing practically any kind of deposit with the exception of lime. It takes the acid to remove the lime.

AUTOMOBILE CLUBS

Note of Novelty Struck

Amongst the many institutions that man has created, the association of various individuals sharing in common some political, economic or cultural tendency who band themselves together to protect their particular interests or in order to have the means of a direct exchange of ideas, is typical. Association in itself presupposes the existence of a group of persons who, starting from innumerable different points are attracted towards the same object, who have worked simultaneously, but under different conditions for a common aim until, coming together and getting to know one another, they lay the foundation of their alliance.

This preamble is necessary in order to explain how some quite original clubs have sprung up in certain countries. The principal characteristic of these clubs is that they do not resemble any other kind of club. To strike a note of novelty in so uniform a world as this, is something of a merit. In this case we are concerned with automobile clubs of a type not to be confused with the official organisations, being institution of a thoroughly private nature and having views and aims all their own. This type of club brings together the owners of a given make of car, owners who find in their common preference for the same type of vehicle the starting point for numerous genial and pleasant activities.

Similar Tastes

The fact of having chosen one particular make of car rather than another from among the large number now on the market, may be considered as a token that in the great mass of human society there are individuals who have a natural similarity of judgment, taste and likings; this means that the mental and sentimental process through which all our decisions must pass has, in these cases, sprung from the same conclusive act. It is evident that only a perfect article could call up such a fund of enthusiasm and such unanimity of opinion concerning it, necessary to the starting and development of such institutions, which could not thrive amongst dissatisfied and disappointed people.

Fiat clubs are a typical example of this kind of thing. These Clubs are not as yet very numerous in Europe, but in the East they flourish. The first article of their statute classifies them; one must own a Fiat car in order to become a member; no other conditions, either of nationality, religion or political tendencies are imposed. The owner of a Fiat has the right to be admitted to membership and share in all the advantages that the club offers its members.

Most Perfect Accord

The cohesion that reigns in these clubs suggests some psychological considerations because it is interesting to observe how people divided in so many other ways, find themselves bonded together on this one subject and live in the most perfect accord such as would move to envy the most rabid pacifists of the two hemispheres.

Amongst the many Fiat clubs in existence overseas, that of Sydney (Australia) deserves special mention, both for the large number of its members and for the many well-planned programmes and ideas that have been successfully carried out. This Club not only represents a solid and significant centre of industrial solidarity, but, thanks to its officers, has become the best tutor of the varied interests of Fiat owners, who are no longer left to rely on their own means, but are conscious of having a strong and authoritative organisation behind them. Further, and this is a very pleasant side of its activities, the Club has got up various outings, excursions, competitions, sports meetings, etc. in order to bring members and their families more together. That such arrangements are rightly appreciated by the club members and their families, our photographs clearly show.

Founders Recompensed

During a recent Committee meeting, a full report of the Club's activities was presented. The Club was shown to be one of the most useful institutions for its members. Even if the Club's aims had only been partially realised instead of wholly, as is actually the case, those who founded it and have been responsible for its growth and development would still have cause to feel fully recompensed for their trouble. The best proof of the success of the club is that in numerous lesser towns other similar groups modelled on that in Sydney have been, or are about to be organised.

The Chairman read the report of what had been done both in the

TYRE SERVICE

Vital Factor in Cities

The motor bus, the tractor and the high speed truck has become a vital factor in daily life. There are over 3,000,000 of them in constant use in America. This condition never could have existed had it not been for the development of tyres especially adapted to this heavy-duty service.

The Firestone Tyre & Rubber Co., was the pioneer of the specialized tyre in the truck and bus field and from the beginning has been first with every important development.

Economical and safe transportation requires tyres specifically designed and built for each particular kind of work. From the start, Firestone studied and analyzed the truck needs of the future and developed tyres to perform distinct kinds of work under full loads, over varying types of roads and at various speeds.

Traction is a vital element in motor trucking. Design of tread, area of road contact and scientific rubber compounding are all features requiring special study where traction is stressed.

Cushioning

Again, the importance of cushioning must be taken into account, while the proper shaping and designing of the tyre are other necessary features. Firestone has developed the compounding and curing of the rubber to a point producing perfect service. The provision for heat radiation and natural displacement of rubber under load have also been taken into account with Firestone truck and bus tyres.

In conjunction with its vast truck and bus tyre business, Firestone operates the largest rim plant in the world. The correct type of truck or bus tyre rim, scientifically constructed so that there will be no separation between it and the rubber, is of primary importance.

Many years' research have developed a rim for solid and cushion truck tyres which have a series of corrugated grooves on the outer circumference that afford the rubber a very firm grip. Before the tyre itself is attached a coating of cement and a band of specially compounded rubber is applied, assuring perfect cohesion. Thus the possibility of the tyre breaking away from the rim is eliminated.

For passenger buses, Firestone has developed a highly specialized line of big pneumatics designed for continuous speed under full loads. Eight piles of gum-dipped cords, extra layers of rubber between plies, tapered, toe beads, double cord breaker strip and a special cushion of rubber between the carcass and tread, form a tyre unsurpassed, and delivering extraordinary service.

INCREASED PROFITS

Guy's Fortunes On Up Grade

The fortunes of Guy Motors continue on the up grade. This time the net profit is £60,263, against £50,831 for the preceding year, and £36,519 for the twelve months ended September 30, 1926. With the entry of the railways into road transport the demand for the products of this company and other commercial motor vehicle makers has brought about a welcome change, while, of course, the requirements of municipalities and Government departments for heavy motors are steadily growing. There may be some disappointment that the dividend is no more than 15 per cent., which it should be noted goes against 10 per cent., but this time the payment includes only six months' dividend on the new shares.

From the commencement of the present financial year the new capital will rank pari passu with the old shares. The profits therefore will need to increase proportionately to maintain the dividend. No transfer is made to reserve fund, which obtained £50,000 last time, but £63,490 is carried forward, as against £47,835 brought in. In the accounts credit is taken for certain vehicles against large contracts with the Indian Government. The works continue to be well employed, and the number of repeat orders is an encouraging feature. (The local agents are the Republic Motor Co. of China).

social and in the financial way, the success obtained calling forth the applause of the assembled members.

Thus, modern industry, from being simply a producer, widens its scope far beyond the mere act of selling and marks the rise of a new conception of industrial and commercial relations, which all students of industrial economy will have to take into serious consideration, as a compact mass of protected people is a powerful driving force.

ROAD POT HOLES

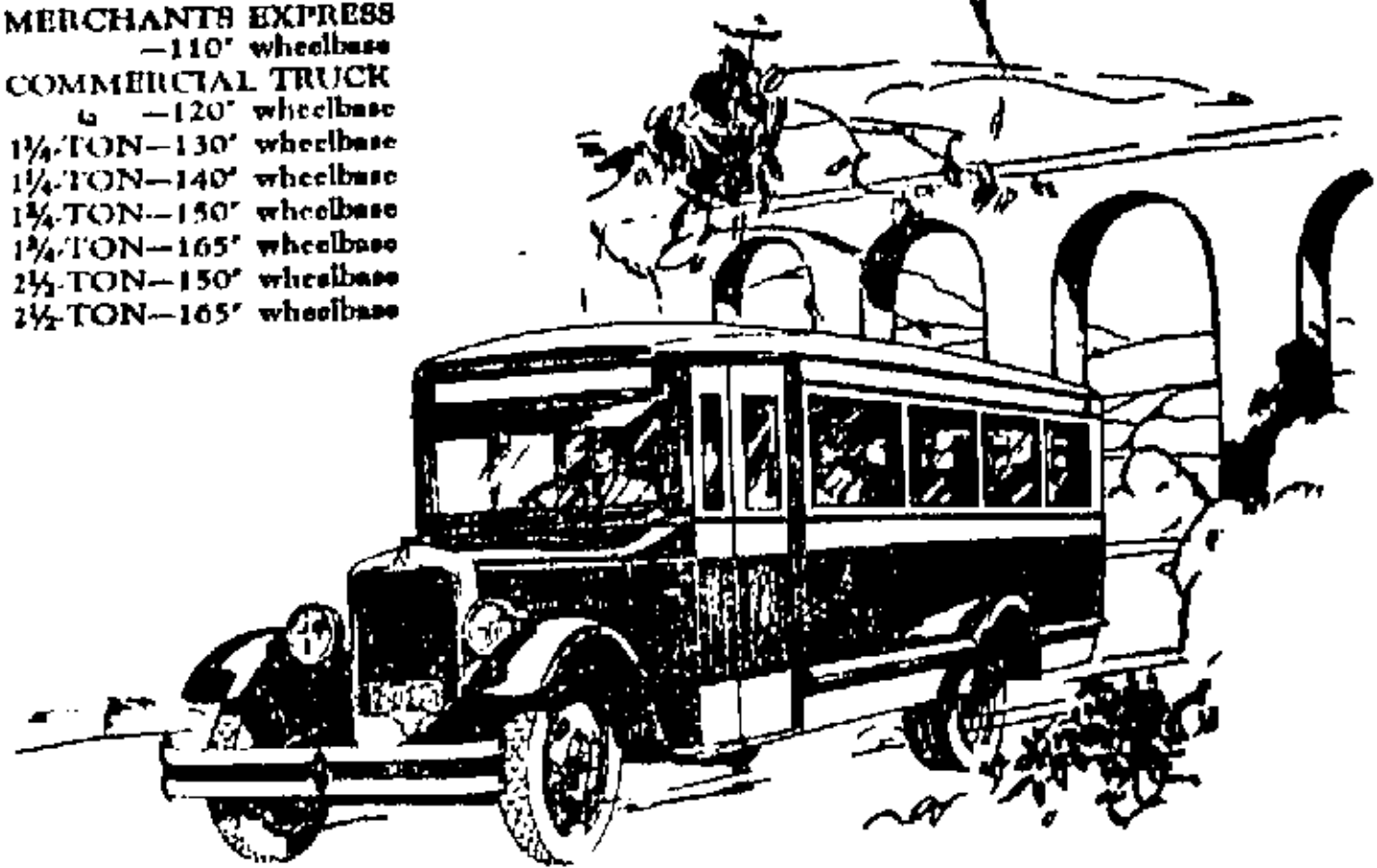
Measurements have been made of the amplitude and periodicity of the vibrations of the ground set up by (1) a falling weight; (2) stationary engines and machines; (3) the passage of a heavy motor-vehicle over definite obstacles; (4) the passage of various types of motor-vehicles over ordinary roads; and (5) the passage of an electric train.

It was found that the vibrations varied with the state of consolidation of the ground; and that the presence of a pit 7 ft. deep, 13 ft. 6 in. wide, and 20 ft. long, between the source of vibration and the instrument, caused no appreciable change in the amplitude or frequency of vibration recorded.

Experiments were made to determine the variation in amplitude and frequency of vibrations transmitted, due to the passage of a heavy motor-vehicle over definite obstacles, with the distance from the vehicle, due to the effect of tyres of different resilience, and with the speed of the vehicle. It was established that the frequency of vibration of a road-surface is greatly increased when the load carried places abnormal stress on the rubber tyre of a vehicle. Vibrations of considerable amplitude are set up when the wheel drops into a pothole, and particularly when the pothole is immediately preceded by a projection on the road-surface as commonly occurs in practice. The frequency of vibration of the road-surface set up by the passage of a wheel at a particular speed remains practically constant when the loading of the tyre is within the normal. In connection with motor vehicles, no effect which could be directly attributed to want of balance in the driving-mechanism of the vehicle was evident in the records obtained. Examples of the records obtained by the passage of electric trains show that the principal vibrations recorded are those due to the passage of the wheels of the train over the rail-joints.

From the observations made it appears that the vertical vibration of a building is substantially the same in both amplitude and frequency as that of the ground immediately beneath the building and around it, as there is no evidence to indicate that the mass of the building has any tendency to damp the vibrations; it also appears that the vibrations recorded on the upper floors of a building may be identical with those registered on the lower floor.—Messrs. J. H. Hyde and H. R. Lintern in "Engineering."

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COMMERCIAL TRUCK
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1½ TON—140" wheelbase
1½ TON—150" wheelbase
1½ TON—165" wheelbase
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CAR ACCIDENTS Safeguards in "A" Fords

When the new Model "A" Ford automobile was being designed, one of the factors which was given most careful attention was that of building into the car every possible safeguard against accidents.

One of the most striking discoveries in the analysis of automobile accidents was that 65 per cent. of all the injuries resulting from motor car accidents were being caused by flying glass. The analysis also showed that in the great majority of cases the dangerous pieces of glass came from the windshield of the car.

So Henry Ford and his staff decided that the windshields of the new Model "A" Fords should be of shatterproof glass. The best shatterproof glass made was selected and specified as standard equipment for all Model "A" Ford windshields. The Ford Motor Company installed in its own glass plants to make Triplex, shatterproof glass and secured

the manufacturing rights and to-day thousands of shatterproof Ford windshields are made daily in Ford factories.

The process of making this glass is one of the most interesting and newest developments in the automotive field. The windshields are made of two sheets of fine glass, sealed together, under high pressure, by a layer of crystal-clear material of cellulose base which holds the glass together in case it is cracked or broken by impact. Repeated tests have shown that not even the smallest particles of glass from these windshields can break loose and fly when they are struck the heavy blow that so frequently cause serious injury to driver and passengers.

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CRITIC'S VIEWS

Trial Run in Erskine

Following a trial run at Brooklands Track in the new Erskine Six, Edgar N. Duffield, noted British motor critic, wrote an article which appeared in the "Auto-Motor Journal," one of the leading British motor publications, excerpts of which follow:

"Presumably the latest edition of the Erskine, the light six in the programme of the Studebaker Corporation, of South Bend, Ind., who were building road transport units (in the shape of covered wagons) in 'Pike's Peak or Bust' days, approaching eighty years ago—has the same engine dimensions as its predecessor, namely 66 x 114 mm., giving it a tax rating of 16.2 h.p. and a capacity just inside the 2½ litres. I say 'presumably' because the dimensions do not appear to be mentioned in the otherwise very explicit and lucid album-catalogue handed to me as a souvenir of an interesting outing by Mr. G. A. W. Laird, one of the field service representatives of Studebaker (England), Ltd., deputed by Mr. C. N. Galer to show me the new car.

"Mr. Laird drove me to Brooklands, and then I busied myself trying to compare the behaviour of this hundred-mile-old car with that of quite a veteran of the earlier type. Naturally, obviously, there was the difference of newness; but I know plenty of cars which, at 1,000 miles, are much less light and free in the

New Motors Head



Retirement of M. Pierre S. Du Pont, right, from the chairmanship of the board of General Motors, has been followed by the appointment of M. Lamont Du Pont, left, as his successor.

hands than was this Erskine, not 150 miles on the road when I had finished with it.

"A Very Nice Car"

"The first Erskine was such a good car that people selling other trans-Atlantic machines began to 'knock' it fiercely from its arrival here. Whenever the reader hears that a new car is not a bit of good, or that he will be lucky if he ever gets one, he may be sure that that is a car he should try. Competitors do not exercise such zeal concerning nonentities. And this new Erskine is going to get quite a lot of left-handed advertisement, if I am not sadly mistaken, because it is really a very nice car. Its predecessor was. But this model has more body space, fuller and better equipment, a more liberal steering lock, and it comes to us with unexcelled credentials issued by the American Automobile Association (whose authority is equal to that of our own R.A.C.) It has run 1,000 consecutive miles at an average of 60.97 miles per hour, the previous best being 53.22 m.p.h. It has done 12 hours at 61.62 m.p.h., and 24 at 64.10 m.p.h., this last achievement constituting a record established for the first time in the particular class (for fully-equipped stock, or standard, cars whose engines do not exceed 183 cubic inches).

Studebaker Value

"On the road, the new Erskine is a very pleasant noiseless car. Her engine quality enables her to maintain an exhilarating average without ever approaching her maximum. One expects a good engine, and a well-equipped car. One is prepared for a good, quiet, tastefully-appointed body, because the Studebaker people have always offered us those, in any given year, but one does not expect a car of such performance as this, of such nicety, refinement of performance, for £235. I predict that a substantial volume of the business in the new Erskine will be done in the more ambitious body types, which are proportionately priced. The Royal Sedan, for example is only £265. The difference in the prices of this model and that illustrated represents a very sound investment, for many reasons, and I have an instinct, which may or may not be sound, that the costlier Erskine may prove the better seller. We shall see. Meanwhile, with the Royal Sedan, the Club Sedan—which is a two-door, five-seater... a Coupe-

MOTOR'S LIFE

Three Engineering Developments

Few motorists recognise the importance of three engineering developments which play a major role in adding thousands of miles to the life of their motors, according to the local Studebaker dealer (the Hong Kong Hotel Garage).

They are the oil filter, the crankcase ventilator, and the thermostat which controls the circulation of water through the cooling system of all Studebaker cars.

"These three trusty watchdogs of engine performance assume new importance in cold weather," declares the manager of the Hong Kong Hotel Garage, "for then the conditions of engine operation are more severe, and the value of these safeguards becomes increasingly important.

"All three devices combine to serve one purpose, that of guarding the oil which is the bloodstream of the motor's life. The first watchdog is the oil filter. Often small specks of carbon, tiny metal scrapings too small to be caught by the ordinary oil screen, or other impurities, get into the crankcase. Through the action of the filter many of these impurities are removed from the oil flow and never permitted to reach the vital parts.

Oil Dilution

"The oil filter thus cleanses the lubricant maintaining a steady flow of pure oil to cylinders, bearings, and the pipes through which it is pumped. But it cannot prevent the development of another source of trouble which used to raise havoc with the engine, namely, oil dilution.

"The crankcase ventilator is the remedy for that. One of the inevitable conditions of engine operation is the presence in the crankcase of a certain amount of petrol vapour which escapes down past the pistons. This vapour and others which develop as a consequence of the extremely high temperatures of engine operation have a tendency to condense. If this occurs to any great extent the lubricating quality of the oil is affected, and water and sulphur compounds may form in the crankcase and exercise a corroding effect on the bearings and other parts of the motor.

"Thus it is important to provide some means for carrying off these vapours before they condense and start their destructive work. The crankcase ventilator does just this, sucking them out of the crankcase and passing them down under the car through a metal pipe so that none of the objectionable odor gets into the interior of the car.

Use of the Choke

"Now we come to the water thermostat, which does still another important job, particularly in cold weather. Starting a cold motor often requires the use of the choke. Sometimes it is necessary to use the choke for a time until the motor warms up. The thermostat reduces this use of the choke by cutting down the time required to warm up the motor. It accomplishes this by preventing the circulation of water in the cooling system until a certain predetermined temperature has been reached. Then it opens automatically and helps to maintain a constant temperature for maximum operating efficiency.

"By reducing the use of the choke it also serves to cut down the amount of petrol vapour which gets past the pistons, and reduces oil dilution brought about by extensive choke use."

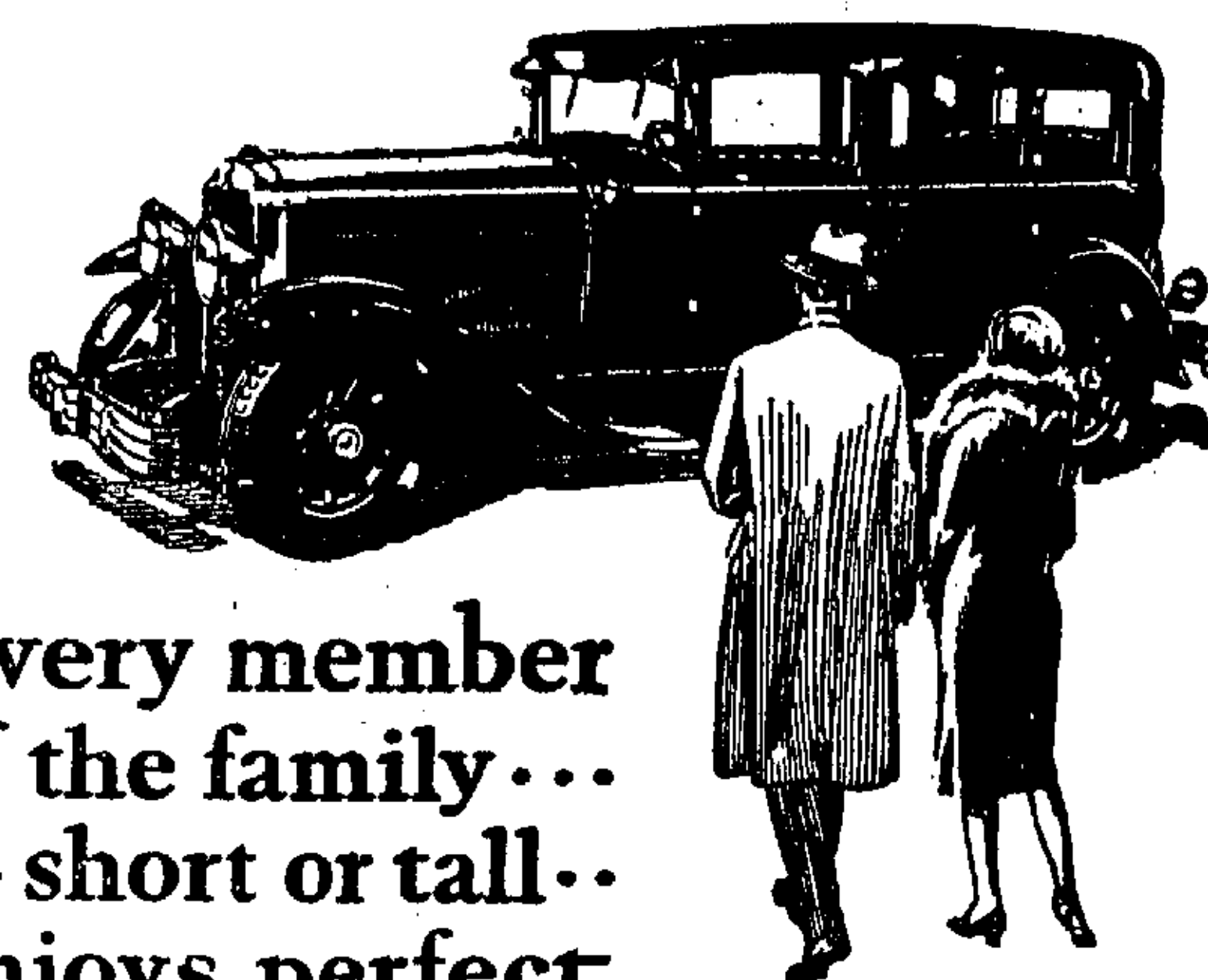
Cabriolet seating two, a Sports Roadster and a five-seater Tourer, it may be said that the range includes everything reasonably to be sought in the way of standard bodywork.

"The Erskine engine is bench-tested to give 43 b.h.p. At what flywheel speed Mr. Laird could not tell me; but 43 b.h.p. from a 2½-litre six, purchasable with a four-door five-seater saloon body is £335, in London, strikes me as pretty good business.

Trouble-Proof

"By the way, quite by the way, Mr. Laird interested me by telling me that 77 per cent. of American constructors are using L-heated motors, with lateral valve location. A majority of them are also drifting back to wire-spoked wheels, as optional if not standard equipment. This is rather interesting to me, because if any manufacturers have to legislate for customers who want a maximum of trouble-freedom and service economy, those of the U.S.A. have. Fifty per cent. of American motorists do not even replenish their own crankcases, I gather, nowadays, and a good 25 per cent. would not know their own engines if shown photographs of them! Building for such users, manufacturers have to produce cars just about as trouble-proof as they can be. The Erskine looks to be all that, and is a low-priced car, but that's a very small part of her appeal, and... Well, we shall see by about midsummer of 1929!"

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The Silver Anniversary
Buick

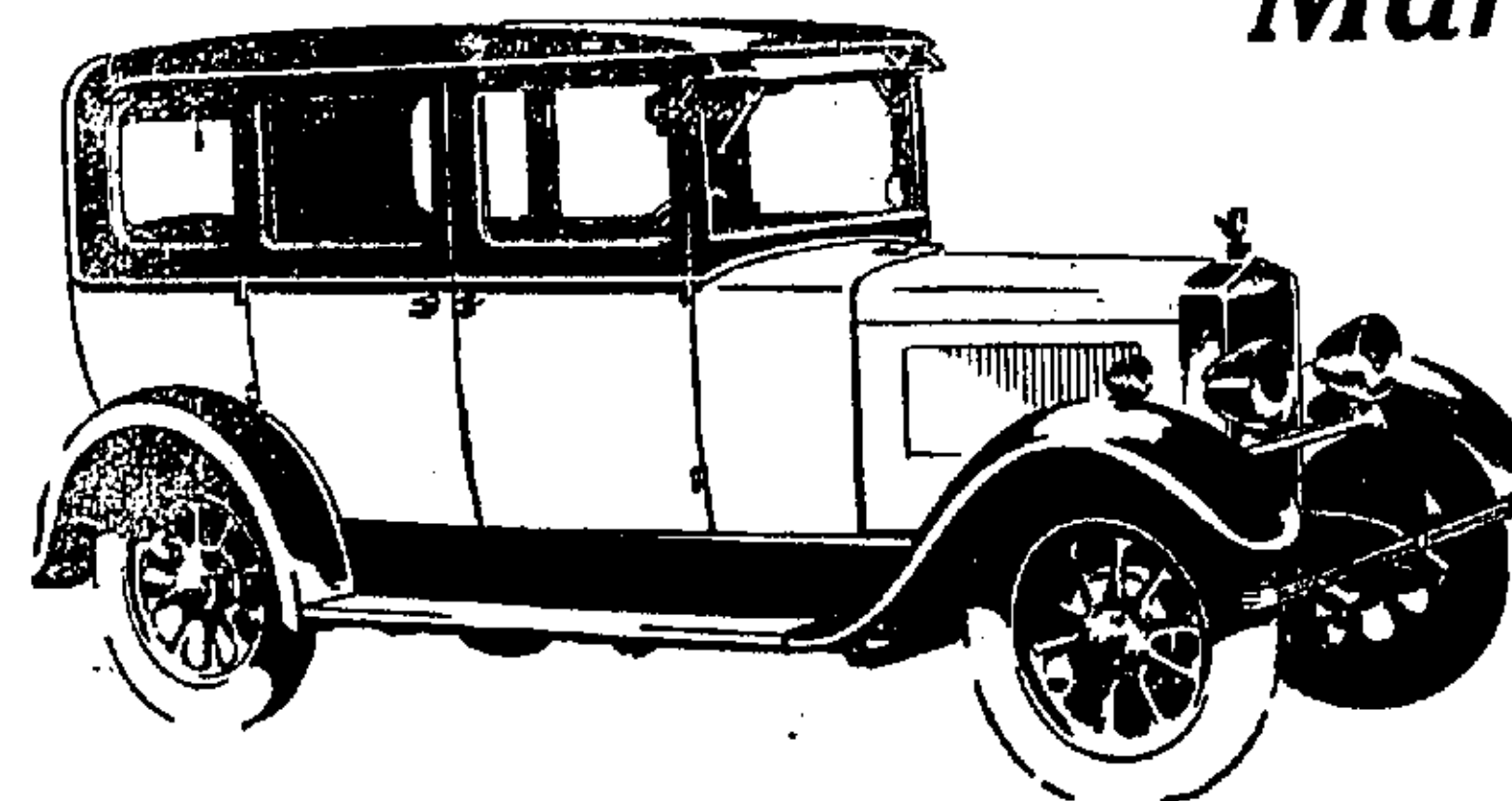
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LONDON'S POLICE

Further Facts From The Report

NO "THIRD" DEGREE"

The Sending Of Police Officers To Night Clubs Criticised

London, Yesterday.
 The report of the Royal Commission on Police Powers and Procedure has been published. The findings, which are substantially as cable on March 18, state that the Commission has formed the most favourable opinion of the conduct, tone and efficiency of the Police Force as a whole. There is no evidence that the use of "third degree" methods either exists or would be tolerated by the police themselves.

Many complaints are being made by the public that should the practice of sending police officers disguised to night clubs, as directed, this will not be against the police but against the laws they are called on to enforce upon guests with power to spend money freely. This is regarded as being wholly objectionable and should be prohibited. If the imposition of new duties on the police continues the Force must be increased. Reuter.

"GALLI-CURCI"

A "Queen of Song" In Hong Kong

CONCERT TO-MORROW

Heralded "as the greatest and most highly paid concert and grand opera star who has ever toured the Far East," Mme. Amelia Galli-Curci will sing in the Queen's Theatre to-morrow evening, at the only concert that has been arranged for this world-famous vocalist to appear in Hong Kong.

The concert will begin at 9.15 o'clock, and a very large audience is certain. Mme. Galli-Curci is known throughout the world as the "world's greatest coloratura soprano" and as an opera singer of the first rank, her voice has been referred to as "the voice of the century" and wherever she has appeared Mme. Galli-Curci has created the most favourable opinions among the most competent of musical critics. She has just concluded a very successful engagement in Manila, where she created a delightful impression. Many Hong Kong residents have heard her in London and elsewhere and they will go to hear her again, and those who have not had the pleasure of hearing her should certainly not miss the opportunity. It is to Mr. A. Stok, so well-known in the Far East as the impresario to whom we are indebted for visits from musical artists of the highest rank—Kreiser, Elman, Heifetz, Gadowky, to mention only a few—that we are also indebted for the visit of Mme. Galli-Curci.

A Recent Criticism

Of Mme. Galli-Curci's singing the following is a recent criticism: "In her most brilliant coloratura flights, with cascades of runs and the flashes of intricate embellishments demanding technique that is magic, she is sparkling and audacious; with fluent ease she gives the top notes of which the human voice is capable. When she sings a simple melody there is warmth and colour and expressive value reflecting the meaning of each word she utters." It may be safely predicted that the Queen's Theatre will be crowded by an enthusiastic audience to-morrow evening, to hear the world-famous prima donna and welcome her to the Colony.

LOCAL WEDDINGS

Miss Anne M. Tolan and Mr. J. Moodie

CATHEDRAL CEREMONY

Miss Anne McKenzie Tolan, the daughter of Mr. Duncan Tolan of Hong Kong Telephone Co. Ltd., and Mrs. Tolan, was married at St. John's Cathedral yesterday to Mr. James Moodie, the son of Mr. and Mrs. G. P. Moodie of Broughly Ferry, Scotland.

The Very Rev. A. Swann, D.S.C., M.A., officiated.

Mr. Tolan led his daughter to the altar. Mrs. Tolan was matron of honour.

Sisters of the bride, the Misses Lorna and Dorothy Tolan were the bridesmaids. Mr. J. K. Ewing of Shanghai was best man.

The bride wore a mediæval gown with pearl diamond trimmings and lined with blue georgette. Her veil was of silver lace and she wore silver stockings and shoes to match.

The bridesmaids wore picture lace to match. They carried each a sheaf of gladiolus, whilst the flower girl had a basket of roses.

Mrs. Tolan wore a dress of grey satin charmeuse trimmed with pink and gold embroidery and a black ermine hat. She carried a bouquet of carnations.

Many Friends Attend

Many friends were present at the ceremony in the Cathedral and the subsequent reception in the Hong Kong Hotel roof garden was very largely attended.

The honeymoon is being spent in Bagin, the pleasure resort in the Philippine Islands. The bride's travelling dress is of blue crepe-de-chine trimmed with silver, and a white satin charmeuse coat trimmed with white fox fur with hat and fawn stockings and shoes to match.

PATEY-GEORGE

The Dean also officiated at the Cathedral on Monday on the occasion of the wedding of Miss Florence Elizabeth George, eldest daughter of Mr. and Mrs. A. George of the R.N. Dockyard, Kowloon, to Mr. Walter Bruce Patey, second son of Mr. and Mrs. F. C. Patey of Burnham-on-Sea, Somersetshire. The bridegroom is the Chief Officer of the s.s. "Haining." The bride, who was attended by three bridesmaids, was given away by her father.

She wore a dress of white satin trimmed with lace and orange blossom, the long train also being of satin. Her embroidered tulle veil was held in place with a coronet of orange blossom. She carried a bouquet of arum lilies and maiden-hair fern.

Miss Maude George, and her twin sisters, Winnie and Peggie, acted as bridesmaids, the former wearing a picture frock of mauve georgette, a crinoline hat and shoes to match. The other bridesmaids had long frilled frocks of pink georgette with pink satin bonnets trimmed with silver lace. The bridesmaids carried bouquets of violets and lilies of the valley. Mrs. George, the bride's mother, had a gown of fawn and brown crepe-de-chine with hat and shoes to match, and carried a bouquet of roses.

Bell of White Flowers

The bridegroom was supported by Mr. C. A. Bickford, a brother officer, as best man. After the Cathedral ceremony a reception was held in the lounge of Messrs. Lane, Crawford's restaurant, the couple receiving their friends under a bell of white flowers. Later Mr. and Mrs. Patey left for England, via Canada, the bride's going away dress being of green and fawn spun silk. She had a velvet hat and shoes to match.

Four cases of small-pox were notified during the 24 hours ended on March 22.

BOAT RACE

(Continued from Page 1.)

Another certainly about rowing is the tendency towards hereditary oarsmanship; there are cases not merely of father and son and brothers, but even of three generations of Blues.

Space forbids giving more than a passing reference to such incidents as the death of 1877, the Henley victory of the Oxford seven over a Cambridge eight in the Grand Challenge race of 1843, and the occasions on which a crew, after being behind at Barnes, has come out and won—as Oxford in 1900 and Cambridge in 1921—or such legends as the one which is handed down at Radley that W. B. Woodgate, after the race of 1862 or 1863, walked from London to Oxford by night.

Periodicity and its Causes
 Another clear lesson of boat race history is that each side has periods of victory, and therefore we should not cheaply accuse the losers of decadence. After Oxford's first victory in 1829 we find a run of Cambridge victories; Oxford went ahead in the sixties and the nineties with runs of nine successive wins; Cambridge has now scored five times running since 1923, as Oxford did prior to 1914.

The truth probably is that a couple of victories gives prestige and popularity to the Boat Club and thus increases both numbers and confidence; it also means that the victorious Varsity is probably fortunate in its generation of coaches, including College coaches, and that probably there is some one directing personality—a Haig Thomas or Escombe, a McLean, Fletcher or Gold.

It is not Cambridge oarsmen who nowadays talk of Oxford's decadence, nor was it Oxford oarsmen who emphasised the fact that Cambridge defeats in the nineties were only checked by an Oxford coach; these cheap and fictitious jibes come from anonymous and probably unathletic self-appointed critics. The spirit of the Boat Clubs is better shown by the facts that A. T. W. Shadwell gained a Blue at both Cambridge and Oxford, and helped to establish amateur coaching in both Varsityes, professional coaches having proved complete failures, and that W. B. Woodgate, H. McLean and W. A. L. Fletcher, Oxford oarsmen, all at times coached Cambridge, while Oxford owed almost as much as Cambridge to R. C. Lehmann.

Supremacy of Eton
 If one can ascribe any particular advantages to either side they would possibly be the following: Cambridge Colleges are on an average twice as large in number as Oxford Colleges, and therefore put on more crews; but the Oxford Honours Course in Classics takes normally four years against an average residence of three years at Cambridge, and this accounts for the existence of a large number of Oxford men who have taken part in four victories whereas Cambridge can only produce one coxswain with this distinction.

R. C. Bourne, now M.P. for Oxford, stroked four winning Oxford crews, 1909-12. The supremacy of Eton rowing in the days of Warre and de Havilland helped Oxford, which, prior to 1914 had 153 Old Etonian Blues, as compared with 87 at Cambridge. The excellence of Radley, Shrewsbury, and other schools of late years has kept up the standard of recruits, but Oxford no longer has "a junior eight in training at Eton;" in the best of the post-war Varsity crews, however, as for example both Oxford and Cambridge in 1921 and Cambridge in 1924, the Etonian element has done much for rhythm and watermanship.

As final and convincing proof that neither side possesses over-

U. S. & IMMIGRATION

Quota Now Based On "National Origins"

A PROCLAMATION

100 To Be Allowed From Japan: Anglo-Saxon Races Preferred

Washington, Yesterday.
 President Hoover has issued a proclamation, under the Immigration Act, establishing "national origins" as the basis of the U.S. immigration quota from July, 1929. The following are the new yearly quotas:—

France 3,086; Germany 26,957; Great Britain and Northern Ireland 65,721; Irish Free State 17,853; Italy 5,802; Japan 100; Russia (European and Asiatic) 2,784.—Reuter's American Service.

British Nearly Doubled
 Washington, Later.
 The immigration quota for China is 100.

The British quota has nearly doubled compared with 1924. The German quota is practically halved. The Continental and Scandinavian quotas are generally decreased.

President Hoover declares that, although he favours restricted immigration, he is opposed to the national origin provision, but he is legally bound to adhere to it. He adds that the quotas have no political significance.—Reuter's American Service.

M.C.C. TOUR

Last Match In Australia

DRAW AT PERTH

Perth, W.A., Yesterday.
 The final match of the M.C.C. tour was drawn.
 The Australian XI. scored 310, of which Arthur Richardson made 101 not out, and Rowe 73.

The second innings yielded 186 runs for three wickets. Ryder scoring 81 not out and Horrocks 76. The M.C.C. scored 241, of which Hammond made 80. Grimmett took four wickets for 94 and Evans three for 38.—Reuter.

MINE EXPLOSION

300 Persons Reported "Buried"

46 BODIES RECOVERED

Parnassus, Pa., Yesterday.
 Thirty-one people are reported killed or missing at the Valley Camp coal mine, where an explosion buried 300 souls. Most of them have been rescued.

Nine Still Missing
 Later.
 Forty-six bodies have hitherto been recovered in the Valley Camp mine. Nine are still missing.—Reuter.

DISCOUNT RATE

NETHERLANDS BANK INCREASE

Amsterdam, Yesterday.
 The Netherlands Bank has increased the discount rate to 5½ per cent.—Reuter.

whelming advantages or has sunk in the depths of decadence, we need only point out that the Centenary race will start with Oxford one victory ahead, and that we anticipate a great fight to decide whether Cambridge shall draw level in this historic year.

EWO WIN AGAIN

(Continued from Page 1.)

½ mile, in which three boats were taken out, finishing as follows:—

First	
(bow)	Merriman
(No. 2)	Edwards
(No. 3)	Schmidt
(stroke)	Sporleder
(cox)	Lenfestey
Second	
(bow)	Fell
(No. 2)	Phillips
(No. 3)	Woods
(stroke)	Deyhle
(cox)	Schramm
Third	
(bow)	Grove
(No. 2)	Goelcke
(No. 3)	Padgett
(stroke)	Smith
(cox)	Normington

After getting an excellent start, the winners led throughout and won by two lengths. Deyhle's crew put on a spurt about 300 yards from the finish, shortened the gap, but failed to improve further. Smith's boat was about two lengths behind the second.

Boys' Sailing-Race

Eighteen yachts took part in the annual race for "Boys" employed by the Club, for which monetary prizes are awarded. The course was from the Club to Channel Rock (port), Kowloon Rock (p), mark on line (starboard), Cust Rock buoy (s), Channel Rock (s), finish at the Club. Handicaps have not been worked out but the finishing times are given below, the yachts being mentioned in the order in which they completed the course (start at 2.45 p.m.):—

(H) La Linda	4.09.42
(H) Colleen	4.13.54
(H) Diana	4.16.00
(H) Dorothea	4.16.34
(Y) Boojum	4.27.59
(Y) Adele	4.28.25
(Y) Bluenose	4.29.11
(Y) Wings	4.30.07
(Y) Ailsa	4.31.14
(Y) Why Wonder?	4.31.15
(Y) Daphne	4.32.12
(Y) Pierrette	4.32.45
(Y) Adanac	4.34.18
(Y) Zephyr	4.35.05
(Y) Lola	4.36.24
(Y) Thecla	4.37.03
(Y) Joan	4.37.56
(Y) Gael	4.39.20

H denotes Handicap class.
 Y " Heyward Hays class.
 I " One Design class.
 G " Gael class.

Officers of the Day

Judges: Mr. J. R. L. Stanton (rowing captain) and Mr. H. Dreyer.
 Starters: Mr. E. W. Carpenter and Dr. E. P. Minett.
 Umpires: Commodore R. A. S. Hill, R.N., Commander A. B. Lockhart, D.S.C. and Mr. A. L. Shields (Commodore, Royal Hong Kong Yacht Club).
 Clerk of the Course: Mr. H. Carter.

Forthcoming Events

The bi-annual race for the Trevesa Trophy (for ships' lifeboats) will be held at 4 p.m. on Wednesday.

On Saturday, March 30, at 11 a.m., the race for the Ewo Cup (presented by the late Mr. Henry Keswick) will be rowed. The event is for "Hong" fours and it is interesting to recall that this will be the first time the Cup has been raced for since 1914. It was then won by Ewo for the fourth year in succession. Two crews have entered for the race this year, these being Ewo and Hong Kong Electric.

Mr. Wong Kwong-tin has kindly consented to distribute the prizes to the successful students of the Sacred Heart College, on Wednesday 27th inst., at 11 a.m., at the Majestic Theatre, Nathan-road.

QUEEN'S COLLEGE

Athletes in Friendly Rivalry

SOME KEEN CONTESTS

The fourteenth annual sports day of the Queen's College was held yesterday afternoon at the college's ground at Causeway Bay under ideal weather conditions.

All the events were keenly contested, and it was indeed a pleasing sight to see midgeets contending for honour against strapping youths in the one mile and half mile races. These tots were full of vim and gave their elder class mates a good run.

Mr. Li Yau-tsun Lauded

Tea was served in a tent during the interval, and at the conclusion of the sports, Mr. Li Yau-tsun, C.B.E., presented the prizes.

In asking Mr. Li to give away the prizes, Mr. A. H. Crook, head master, said that it was indeed a pleasure and an honour to the College to be able to induce Mr. Li to come and give away the prizes. Mr. Li, he said, was a very busy man, having many public duties to perform.

A person might be in any walk of life, the speaker added, but he could never ignore sports. Mr. Li might be a star tennis or football player to-day, if he had taken to sports in his younger days. He might also be representing the Colony to-day in one of these forms of sports. Not having taken to sports in his younger days, Mr. Li must now perforce be contented with encouraging the younger generation in their games.

Mr. Crook also said that it was a pleasure to have Mr. Lo Cheung-shiu, one of the oldest former pupils of the college, with them. Mr. Lo had been elected the President of the Queen's College Old Boys' Association this year, and in the past had done much for the alma mater.

Sound Mind—Sound Body

Mr. Li Yau-tsun replied in Chinese, thanking Mr. Crook for doing him the honour of asking him to distribute the prizes. Sports, he said, should be encouraged. They developed a sound mind in a sound body. He was particularly pleased to see so many youngsters competing against their elder brothers. To the winners, he advised them not to allow their victory to run away with their enthusiasm, and to those who had not won a prize, he asked them to try again next year.

THE RESULTS

Long Jump (Senior):—1, A. A. Saffad; 2, Kung Ping-hoi; 3, A. Hung. Distance: 17 ft. 3 inches.
 Long Jump (Junior):—1, Chan Kit-ting; 2, Tam Ying-ping; 3, A. Rahman. Distance: 15 ft. 6½ inches.

100 Yards Race (Senior):—1, S. Hassan; 2, Kung Ping-hoi; 3, Wong Kam-pul. Time: 11 secs.

100 Yards Race (Junior):—1, Tam Ying-ping; 2, Chan Kit-ting; 3, Li Cheuk-kuen.

High Jump (Senior):—1, Ip Shiu-ming; 2, Lau Yan-ting; 3, Wong Kam-pul. Height: 5 ft. 1½ inches.

High Jump (Junior):—1, Li Cheuk-kuen; 2, Chan Kit-ting; 3, Tam Liu-ping. Height: 4 ft. 6 inches.

120 Yards Hurdles (Senior):—1, Kung Ping-hoi; 2, A. R. Saffad; 3, A. R. H. Ismail. Time: 18.4/5 secs.
 120 Yards Hurdles (Junior):—1, Chan Kit-ting; 2, Rahman; 3, K. Kuen-tok. Time: 20.2/5 secs.

Pick-a-Back Race:—1, E. H. Markar and O. K. Sadick; 2, Tam Electric.

(Continued on Next Column.)

Printed and published for the Proprietors, the Hong Kong Herald Publishing Company, by DAVID CHRISTIAN WILSON, business manager, at 8a, Wyndham Street, Hong Kong.

MARSHAL FOCH

Requiem Mass in London

PARIS IN MOURNING

Twenty-Five Thousand File Past the Bier

London, Yesterday.
 H.R.H. the Prince of Wales represented His Majesty the King at the Requiem in Westminster Cathedral for Marshal Foch. H.R.H. Prince Arthur of Connaught represented his father, the Duke of Connaught. Mr. Stanley Baldwin and Sir Austen Chamberlain represented the Government.

The attendance included delegates from the civil, naval, and military life of the British Empire.

Scenes in Paris

Paris, Yesterday.
 Twenty thousand people filed past the Marshal's bier at his residence yesterday. The body will be placed beside the tomb of the Unknown Warrior under the Arc du Triomphe on Sunday or Monday.

The whole capital is in mourning, flags with crepe flying at the masts of public and private buildings.—Reuter.

Lu-pung and Wong Kam-pul. Time: 10 secs.

Half Mile Handicap:—1, Hui Chi-chuen; 2, Chiu Chung-po; 3, Leung Kam-to.

Three-Legged Race:—1, Markar and Nazarin; 2, Tai Sam-choi and Ping Man-kwai.

100 Yards, Class VIII:—1, Chan Siu-tong; 2, Chan Wai-to; 3, Kiu man-wai. Time: 13 secs.

One Mile Race:—1, A. Hunt; 2, Pong Tit-chung; 3, G. Singh.

Old Boys' Potato and Spoon Race:—1, Ali Ahmed; 2, C. G. Anderson.

220 Yards Race (Senior):—1, S. Hassan; 2, A. R. Saffad; 3, Kung Kam-pul. Time: 24.4/5 secs.

220 Yards Race (Junior):—1, Tam Yu-ping; 2, O. R. Sadick; 3, Li Cheuk-kuen. Time: 26 secs.

Invitation Relay Race:—1, St. Paul's College.

Senior Class Team Race:—1, Class 3B; 2, Class 2.

Junior Class Team Race "A":—1, Class 6A.

Junior Class Team Race "B":—1, Class 7A.

Consolation Race:—1, Leung Hong-ming; 2, Hui Chi-woon; 3, Leung Tak-wai.

Chinese Masters' Race:—1, Cheung Wai-fung; 2, Chau Cheuk-wa; 3, Lai Pui-yam.

Officials' Race:—1, Ko Tai-tim; 2, Lo Chi-ki.

College's Champions

The Senior Championship of the College resulted in a tie between Kung Ping-hoi (last year's holder) and S. Hassan. The much coveted trophy was the Sir Robert Ho Tung Cup. These two contestants are now the joint-holders.

The Junior Championship Cup, presented by Old Queen's College undergraduates, was captured by Chan Kit-ting.

The Officials

The officials were President: Mr. A. H. Crook; Entertainment Committee: Mr. H. K. Hung, Mr. C. G. Anderson, Mr. Tse Tsing-long, Mrs. Stubbings, and Mr. W. Kay; Starters: Mr. J. C. Fletcher, Mr. H. G. Wallington, Mr. L. G. Morgan, Mr. C. Choa, and Mr. Chow Ping-un; Judges: Mr. W. L. Handyside, Mr. D. M. Richards, Mr. S. M. Churn, Mr. K. L. Chau, Mr. Lo Cheung-ip, and Mr. Ip Kau-ho; Handicappers: Mr. G. W. Reeve, Mr. L. G. Morgan, Mr. Cheung Wai-fung, and Mr. Yuen Kwok-luen; Time Keepers: Mr. W. Kay; Mr. W. L. Handyside, Mr. Lo Man-hin, Mr. Hung Hing-fat, and Mr. Hung Chi-po; Scorers: Mr. Chan Cheuk-wa, Mr. M. el Arcull and Mr. R. M. Azim; Clerks of the Course: Sgt. Marriott and Prefects: Mr. J. C. Fletcher (Hon. Secretary).



CENTENARY BOAT RACE BETWEEN THE VARSITIES THIS YEAR.—Yesterday the centenary boat race between Oxford University and Cambridge University, was won by Cambridge. Above we show the crews at practice, the photos having arrived by the latest Siberian mail. At left, Cambridge at Goring-on-Thames, left to right:—D. Norman-Butler (bow), R. J. Elles, R. A. Davies Cooke, R. Beesly, M. H. Warriner, J. B. Collins, C. E. Wool-Lewis, T. A. Brocklebank (stroke), R. E. Swartwout (cox). At right, Oxford at Henley-on-Thames, left to right:—H. C. Morphet, President (bow), G. E. Godber, R. Macdonald Smith, J. M. Macdonald, C. F. Juel-Brockdorff, J. A. Ingils, D. B. Thnne, A. Graham (stroke), G. V. Stopford (cox).—(Sport and General).

